

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 29

Effective Sunday,

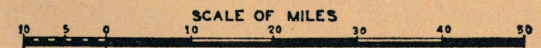
April 24, 1960

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

W. B. GROOME, 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

H. W. STOKER,
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
Wm. F. Stucky Jr. . . .	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
R. B. Eusden	Surgeon	Long Beach
D. G. Bussey	Physician	Long Beach
W. H. Ball	Surgeon	Los Angeles
G. W. Prichard	Surgeon	Los Angeles
S. Cryst	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
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 Register Room
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	107	103	5	115	Distance from Ogden	Time-Table No. 29			Mile Post	116	10	104	108	6
Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		April 24, 1960				Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS								
					0.0	MT	OGDEN	MT	0.0		A 6.00	A 9.10	A 9.30	A 7.20
9.15	6.10	5.55	8.05		36.3	SALT LAKE CITY			36.3	5.05	8.25	8.45	6.30	
10.05	6.55	6.40	8.55		784.0				784.0	4.40	8.15	8.30	6.00	
10.30	7.05	6.50	9.35		154.4	LYNN DYL			665.9	2.27	6.15	6.30	3.13	
12.30	8.59	8.44	12.16		248.5	MILFORD			576.8	1.10	5.03	5.18	1.45	
2.05	10.08	9.53	2.20		278.9	LUND			541.4				1.00	
			3.05		360.8	CALIENTE			459.5		10.42	2.54	3.09	11.00
4.35	12.05	11.50	5.20		486.1	MT	LAS VEGAS	MT	334.2	A 2.45	8.00	12.20	12.35	8.10
7.20	2.45	2.30	8.50	3.45	657.1	PT		PT			6.45	11.10	11.25	6.50
6.30	1.55	1.40	8.10		670.5	YERMO			163.2	11.48	3.30	8.20	8.35	3.00
9.35	4.50	4.35	12.15	6.40	751.3	BARSTOW			150.1	11.30	3.10	8.01	8.16	2.30
12.05	7.10	6.55	2.55	8.48	754.8	SAN BERNARDINO			67.3	9.40	1.00	6.08	6.23	12.25
12.15	7.19	7.04	3.05	8.57	761.8	COLTON			64.5	9.27	12.47	5.55	6.10	12.05
12.30	7.33	7.18	3.25	9.07	781.5	RIVERSIDE			57.5	9.15	12.35	5.43	5.58	11.50
			4.05		787.3	ONTARIO			37.8					11.20
1.05	8.05	7.50	4.20	9.37	813.6	POMONA			32.0	8.45	12.05	5.15	5.30	11.07
1.40	8.40	8.25	5.00	10.10	821.0	EAST LOS ANGELES			5.7	8.20	11.35	4.50	5.05	10.35
A 2.00	A 9.00	A 8.45	A 5.30	A 10.30		PT LOS ANGELES PT			0.0	8.00	11.15	4.30	4.45	10.15
						821.0				Daily	Daily	Daily	Daily	Daily
(17.45)	(15.50)	(15.50)	(22.25)	(6.45)	Thru Time					(6.45)	(17.45)	(15.40)	(15.45)	(20.05)
46.3	51.9	51.9	36.6	49.5	Average speed per hour					49.5	46.3	52.4	52.1	40.9

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

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	FIRST CLASS					Distance from Salt Lake City	Time-Table No. 29 April 24, 1960	STATIONS
		5	115	9	107	103			
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger			
		Daily	Daily	Daily	Daily	Daily		DN-R LAS VEGAS YL VG	
		8.10PM	3.45PM	6.30AM	1.55AM	1.40AM	449.8	4.9	
	114 P	8.18					454.7	BRACKEN	
	67 PY						457.0	2.3	
								BOULDER JCT.	
	104 P	8.24					461.5	4.5	
	103 P	8.33					469.0	D ARDEN A	
	112 P						474.7	7.5	
	113 P	8.52					482.9	D SLOAN SX	
	114 P						487.7	5.7	
	62 P						492.3	ERIE	
	120 P						496.8	8.2	
	114 PW	9.15					501.5	JEAN	
	113 P	9.22					506.5	4.8	
	113 P	9.30					511.9	BOBAX	
	113 P	9.36					516.5	ROACH	
	113 P	9.41					521.1	4.6	
	102 P						526.0	ROACH	
	105 } 99 } PY	9.51					529.8	4.5	
	113 P						533.8	4.7	
	113 P	10.03					538.9	4.9	
	113 P						540.6	4.6	
	114 P						544.9	4.6	
	195 DPT	s 10.35	5.27	8.20	3.35	3.20	548.5	4.9	
	110 P						553.4	4.0	
	113 P						558.1	4.0	
	77 P	10.49					562.1	3.1	
	102 P	10.54					566.4	3.7	
	113 P						572.1	3.7	
	113 P	11.07					579.7	4.3	
	123 P						587.1	4.3	
	72 P						592.5	4.3	
	121 P						596.7	4.3	
	113 P	11.40PM					601.6	4.3	
	113 P						606.2	5.7	
	113 P						610.7	7.6	
	111 P						615.7	7.6	
	DPWY	A 12.05AM	A 6.40PM	A 9.35AM	A 4.50AM	A 4.35AM	620.8	7.4	

CENTRALIZED TRAFFIC CONTROL

(3.55) 43.6 (2.55) 58.7 (3.05) 55.4 (2.55) 53.7 (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

Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	Time-Table No. 29 April 24, 1960	Mile-Post	FIRST CLASS				
				6	116	10	104	108
				Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger
		DN-R LAS VEGAS YL VG	384.2	A 6.50AM	A 2.45PM	A 6.45PM	A 11.10PM	A 11.25PM
	114 P	4.9	329.3					
	67 PY	2.3	327.0					
		BOULDER JCT.						
	104 P	4.5	322.5	6.26				
	103 P	7.5	315.0	6.13				
	112 P	5.7	309.3					
	113 P	8.2	301.1	5.50				
	114 P	4.8	296.3					
	62 P	4.6	291.7					
	120 P	4.5	287.2					
	114 PW	4.7	282.5	5.25				
	113 P	5.0	277.5	5.18				
	113 P	5.4	272.1	5.09				
	113 P	4.6	267.5	5.04				
	113 P	4.6	262.9	4.58				
	102 P	4.9	258.0					
	105 } 99 } PY	3.8	254.2	4.50				
	113 P	4.0	250.2					
	113 P	3.1	247.1					
	113 P	3.7	243.4					
	114 P	3.7	239.1					
	195 DPT	3.6	235.5	s 4.15	12.50PM	4.42	9.22	9.37
	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	7.6	204.3	3.42				
	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	5.1	163.2	3.00AM	11.48AM	3.30PM	8.20PM	8.35PM
		DN-R YERMO YL BN	171.0	Daily	Daily	Daily	Daily	Daily

Thru Time (3.50) 44.7 (2.57) 57.9 (3.15) 52.6 (2.50) 60.0 (2.50) 60.0
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	FIRST CLASS					Distance from Salt Lake City	Time-Table No. 29	
	115	9	107	103	5		April 24, 1960	
	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily		DN-R YERMO YL BN	
DPWY	6.40PM	9.35AM	4.50AM	4.35AM	12.15AM	620.8	4.6	
IP	6.48PM	9.43AM	4.58AM	4.43AM	12.23AM	625.4	DN DAGGETT H	
	6.58	9.58AM	5.08	4.53	12.45	634.2	8.8	
D	8.48	12.05PM	7.10	6.55	2.55	715.0	BARSTOW BA	
	8.57	12.15	7.19	7.04	3.05	718.5	80.8	
IP	9.05PM	12.25PM	7.28AM	7.13AM	3.15AM	724.8	SAN BERNARDINO B	
P	9.07	12.30	7.33	7.18	3.25	725.5	3.5	
119 P						729.2	COLTON	
105 P						730.0	6.3	
118 YP						734.7	S. P. and A. T. & S. F. Crossings	
117 P				f 3.42		737.4	RIVERSIDE JCT. YL	
PI						744.9	0.7	
P					s 4.05	745.2	DN RIVERSIDE YL	
117 P						747.5	3.7	
P						750.0	STREETER	
P	s 9.37	s 1.05	8.05	7.50	s 4.20	751.0	0.8	
114 P						754.1	ARLINGTON	
118 P						758.6	4.7	
						765.2	PEDLEY	
118 P						766.0	2.7	
P						771.7	D MIRA LOMA V	
113 P				f 4.45		772.1	7.5	
58 P				f 4.50		772.7	S. P. CROSSING	
	s 10.10	s 1.40	s 8.40	s 8.25	s 5.00	774.5	0.3	
ODPWYZ						777.3	D ONTARIO YL RA	
PX						777.4	2.3	
PX						780.2	MONTCLAIR	
PX						781.3	2.5	
I						783.0	S. P. CROSSING	
I						783.9	1.0	
IP	A 10.30PM	A 2.00PM	A 9.00AM	A 8.45AM	A 5.30AM	784.0	DN POMONA YL PO	
						784.7	3.1	
							SPADRA	
							4.5	
							WALNUT	
							6.6	
							PUENTE JCT.	
							0.8	
							D CITY OF INDUSTRY BG	
							5.7	
							BARTOLO	
							0.4	
							WHITTIER JCT.	
							0.6	
							D PICO K	
							1.8	
							D MONTEBELLO MK	
							2.8	
							DN EAST LOS ANGELES YL Z	
							0.1	
							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	

(3.50) (4.25) (4.10) (4.10) (5.15) Thru Time
42.6 37.1 39.3 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. 29	
	116	10	104	108	6		April 24, 1960	
	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
	A 11.48AM	A 3.30PM	A 8.20PM	A 8.35PM	A 2.55AM	163.2	DN-R YERMO YL BN	
DPWY						168.6	4.6	
IP	11.40AM	3.20PM	8.11PM	8.26PM	2.45AM	150.1	DN DAGGETT H	
						150.1	8.8	
D	11.30	3.10	8.01	8.16	2.30	67.3	BARSTOW BA	
	9.40	1.00	6.08	6.23	12.25	64.5	82.8	
IP	9.17AM	12.37PM	5.45PM	6.00PM	11.53PM	58.2	SAN BERNARDINO B	
P	9.15	12.35	5.43	5.58	11.50	57.5	2.8	
119 P						53.8	COLTON	
105 P						53.0	6.3	
118 YP						48.3	S. P. and A. T. & S. F. Crossings	
117 P						45.6	RIVERSIDE JCT. YL	
PI						38.1	0.7	
P					s 11.20	37.8	DN RIVERSIDE YL	
117 P						35.5	3.7	
P						33.0	STREETER	
P	s 8.45	s 12.05PM	5.15	5.30	s 11.07	32.0	0.8	
114 P						28.9	ARLINGTON	
118 P						24.4	4.7	
						17.8	PEDLEY	
118 P						17.0	2.7	
P						11.3	D MIRA LOMA V	
						10.9	7.5	
						10.3	S. P. CROSSING	
113 P						8.5	0.3	
58 P						5.7	D ONTARIO YL RA	
						5.7	2.3	
						5.6	MONTCLAIR	
						2.8	2.5	
						1.7	S. P. CROSSING	
						0.0	1.0	
							DN POMONA YL PO	
							3.1	
							SPADRA	
							4.5	
							WALNUT	
							6.6	
							PUENTE JCT.	
							0.8	
							D CITY OF INDUSTRY BG	
							5.7	
							BARTOLO	
							0.4	
							WHITTIER JCT.	
							0.6	
							D PICO K	
							1.8	
							D MONTEBELLO MK	
							2.8	
							DN EAST LOS ANGELES YL Z	
							0.1	
							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 (3.48) (4.15) (3.50) (3.50) (4.40)
Average speed per hour 43.4 38.9 43.0 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

WESTWARD — SAN PEDRO BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from Whittier Jct.	Time-Table No. 29 April 24, 1960		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		0.1 S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
			4.6 PAC. ELEC. CROSSING	6.9
	9.7		0.8 LA HABRA	9.7
	10.5		5.0 PAC. ELEC. CROSSING	10.5
	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	

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from First Street Los Angeles	Time-Table No. 29 April 24, 1960		Mile-Post
		STATIONS		
			EAST YARD YL	
		DN	HOBART YL J	3.1
	3.1		0.5 A. T. and S. F. Crossing	
	3.6		1.5 L. A. JCT. BY CROSSING YL	3.6
	5.1		0.2 P. E. CROSSING YL	5.1
69	5.3		2.1 BELL YL	5.3
	7.4		2.0 S. P. CROSSING YL	7.4
13	9.4		1.8 WORKMAN	9.4
	11.2		1.3 P. E. CROSSING	11.2
123	12.5	D	PARAMOUNT YL HY	12.5
73	14.3		1.8 RICOCCO YL	14.3
75	14.6		0.3 DOUGLAS JCT. YL	14.6
	17.4		2.8 P. E. CROSSING	17.4
96	19.1		1.7 MANUEL	19.1
	21.7		2.6 S. P. CROSSING	21.7
	21.9		0.2 P. E. CROSSING	21.9
	22.3	D	MEAD TFR. YL WI	22.3
	23.2		0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		1.0 TERMINAL ISLAND YL	24.2
	25.9		1.7 EAST SAN PEDRO YL	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. 29 April 24, 1960		Mile-Post
		STATIONS		
	0.0		BOULDER JCT. YL	0.0
59	9.8	D	HENDERSON YL RB	9.8
	22.4	D	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; E —train register;
N —night operator; YL—yard limits.
DN—day and night operator;

The following letters placed in columns provided in time-table indicate:

C —coaling station; X —cross over;
D —diesel oil station; Y —wye;
F —turbine fuel station; Z —track scales;
I —interlocking; AI —automatic interlocking;
O —fuel oil station; CS —center siding;
P —telephone; ES —eastward siding;
T —turntable; WS —westward siding;
W —water station;

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. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			35
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Diesel yard switch locomotives in road service or dead in train.			35	On branch lines. (Slower speed must be observed where conditions require.)			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits protected by continuous block signals.	60	50	25
Diesel locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)				Within yard limits not protected by continuous block signals. On main line.	50	40	25
Backing up pulling a train. Backing up light.	40	40	40	On branch lines.		30	15
Diesel freight and road switch locomotives.	65	65		Within yard limits Diesel passenger locomotive operated without train.			25
Diesel freight and road switch locomotives dead in train.			45	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.			50	When using other cross-overs or turn-outs.	15	15	15
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 U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45	Wye tracks.	6	6	6
Trains handling scale test cars: On main line.			30				
On branch lines.			20				
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line:							
On straight track.			30				
On curves.			25				
On branch lines.			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		20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation Cima to Kelso		35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands		40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert		40
Between M.P. 312.5 and 311.7.	45	40	30			
Between M.P. 309.8 and 309.3. See Note.	70	60	50			

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	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. Wardlow Road M.P. 17.1.	25 10 10	25 10 10
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Crestmore Branch Between Pedley and Crestmore.		15	Vernon, city limits. Henry Ford Ave. drawbridge.	12 15	12 15
Anaheim Branch Between M.P. 2.0 and 2.5. Between M.P. 12.0 and 13.0. Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		15 10 10 8	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4. Mead Transfer Road crossing to Ford Plant commencing movement over crossing. Pasadena Branch Between Avenue 33 and Pasadena Junction. 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.	20 10 12 12	20 10 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 Blue Diamond Basin Gravel Pit New Dunn	330.1 321.8 196.9 188.5	20 P P 124 21 P	East West East Both	Glendale Branch Taylor Milling Co. Pacific Fence Delay Drive Glendale Pottery Spur Westeraft, Inc. Modglin Co., Inc. Aluminum Extrusion Co. Sawyer Cabinet Co. Forest Lawn	4.2 5.3 5.5 5.6 5.7 5.8 5.8 5.9 6.1 6.2	15 4 12 7 2 8 6 2 2 3	West East West East West West West West East Both
Second Subdivision Magnolia Ave. Smith-Scott Cucamonga Grape Spur Champagne Ballou Winery Spur San Antonio Meat Co. Convair East Spur Convair West Spur American Brake Shoe Benton Feed Spur Michael Flynn Mfg. Fallon Western Harness Racing Assn. Pioneer Mfg. Carrier Corporation Pellissier Spur Shepherd Tractor Spur St. Helens Spur	55.2 50.9 45.8 43.5 40.5 39.1 34.1 30.7 29.8 29.4 27.0 24.4 21.7 21.0 20.4 19.10 14.0 12.2 11.1	13 P 6 P 240 47 43 12 23 56 25 19 40 P 10 P 29 P 18 P 36 P 34 P 18 P 15 P 17	East East East Both Both West East East West West East West West East Both Both East West	Pasadena Branch Baker Spur Team Track Municipal Light Plant Municipal Light Plant Lennox Furnace Co. Crown Fence & Supply Co. Holly Mfg Co. A. C. Vroman Inc. Pasadena City of Pasadena	5.3 5.4 8.2 8.3 8.5 8.6 8.6 9.3 9.8 11.31	5 1 8 7 2 2 3 3 20 3	East West East Both East West East East Both West
Boulder City Branch Manganese, Inc. Magnesium	11.5 10.5	65 21	East Both	San Pedro Branch Rancho Los Amigos Dayton Foundry Co. Hollydale Spur and Waldrip Engr. Co. Macco Corporation Exeter Refining Co.	10.0 10.2 10.4 11.5 14.1	3 6 19 17 20	East West West West East
Crestmore Branch Ormand Ormand Quarry Crestmore.	3.9 3.9 6.9	14 83 Yard	Both West Both	Lakewood Branch Lakewood Douglas Aircraft Spur & Wye Montana Ranch Spur Richfield Oil Spur City of Long Beach Water Dept. Hancock Refinery Spur Cherry Ave. Team Track	16.2 16.5 16.9 17.1 17.1 17.2 17.2	13 P 6 30 8 27 18	Both Both East West East East East
Anaheim Branch Fullerton Industrial Lead Northrop Aircraft California Juice Inc. Southern California Citrus	15.4 18.8 19.1 19.2	31 14 13 17	West West West West				

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision Bracken Arden Sloan Erie Jean Borax Roach Calada Desert Nipton Moore Ivanpah Brant Joshua Cima Chase Elora Dawes	329.3 321.9 315.2 309.1 300.8 296.9 291.5 287.1 282.2 277.7 271.9 267.2 262.8 258.0 254.2 250.3 246.8 243.4	12 16 16 12 10 14 11 14 11 12 8 12 7 12 21 11 9 17	Both Both Both Both East Both Both Both Both Both Both Both Both Both Both Both Both Both	Hayden Flynn Kerens Glasgow Sands Balch Crucero Afton Dunn Field Manix Harvard Toomey	238.9 230.8 225.8 222.0 217.4 212.0 204.1 191.6 187.1 182.4 177.6 173.2 168.5	10 16 19 17 11 14 24 18 31 17 20 17 4	Both Both Both Both Both Both West West Both Both East Both East
				Second Subdivision Pedley Mira Loma Spadra Walnut City of Industry Pico Montebello	48.3 45.0 29.5 24.4 17.0 10.3 8.5	94 86 10 10 31 27 31	Both Both Both Both Both Both Both

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1