



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 31

Effective Sunday,
April 30, 1961
at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

W. B. GROOME, Superintendent......Los Angeles, Cal.

A. W. KIRKEBY,
Terminal SuperintendentLos 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 EnginesLos 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.

G. R. TROUTMAN, Superintendent of
Safety and CourtesyLos Angeles, Cal.

J. E. PETERSEN, Assistant Superintendent of
Safety and CourtesySalt 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.

W. A. McCALL,
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.

W. S. COX,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

A. C. FLOWERS,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES 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
J. E. Cummings	Surgeon	Eagle Rock
D. L. Hauck	Oculist	East Los Angeles ...
W. W. Meier	Surgeon	East Los Angeles ...
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
C. T. Poulson	Surgeon	Inglewood
D. E. Swanda	Surgeon	La Habra
W. W. Schultz	Surgeon	La Puente
J. B. Demman	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
D. J. Romeo	Surgeon	Las Vegas
R. B. Eusden	Surgeon	Long Beach
D. G. Bussey	Physician	Long Beach
B. McDonald	Surgeon	Los Angeles
G. W. Pritchard	Surgeon	Los Angeles
S. Cryst	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
H. H. Aram	Surgeon	Los Angeles
R. E. Brow	Physician	Los Angeles
R. V. Killen	Physician	Los Angeles
E. M. F. Weaver ...	Oculist & Aurist ...	Los Angeles
H. A. Baers	Oculist & Aurist ...	Los Angeles
J. T. McDonald	Surgeon	Los Angeles
W. W. Mead	Surgeon	Los Angeles- Compton
J. H. Elston	Physician	Los Angeles
V. E. Hessel	Surgeon	Los Angeles
E. E. Wunderlich ...	Surgeon	Los Angeles- Palos Verdes
Wm. F. Stucky Jr. ...	Surgeon	Montebello
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
R. M. Osecheck	Surgeon	Pico Rivera
R. E. Fisher	Surgeon	Pomona
J. A. Ferman	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist ...	San Bernardino
Leland C. Jacobson ..	Surgeon	San Bernardino
J. E. Bergmann	Surgeon	Santa Monica
H. D. Orr	Surgeon	Victorville
R. J. Daniels	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...Register Room
Las Vegas...Yard Office	East Yard...Dispatcher's Office
Las Vegas...Dispatcher's Office	East Los Angeles...4th St. Yard Office
Kelso...Telegraph Office	Los Angeles...Telegraph Office
Yermo...Telegraph Office	Los Angeles...Union Station Telegraph Office
	Los Angeles...Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD						
FIRST CLASS					FIRST CLASS						
Time-Table No. 31					Time-Table No. 31						
April 30, 1961					April 30, 1961						
STATIONS					STATIONS						
Distance from Ogden	9 Passenger	103 Streamliner Passenger	5 Passenger	Distance from Ogden	10 Passenger	104 Streamliner Passenger	6 Passenger	Distance from Ogden	10 Passenger	104 Streamliner Passenger	6 Passenger
0.0				0.0				0.0			
36.3	8.00	7.15	8.30	36.3	6.35	7.15	6.30	36.3	6.35	7.15	6.30
154.4	11.15	10.00	12.15	154.4	3.55	4.45	3.13	154.4	3.55	4.45	3.13
243.5	12.40	11.15	2.00	243.5	2.40	3.33	1.45	243.5	2.40	3.33	1.45
278.9			2.45	278.9			1.00	278.9			1.00
360.8	8.20	1.16	4.50	360.8	12.12	1.24	11.00	360.8	12.12	1.24	11.00
486.1	6.05	3.55	8.00	486.1	9.30	10.50	8.10	486.1	9.30	10.50	8.10
657.1	5.15	3.05	7.25	657.1	8.15	9.40	6.50	657.1	8.15	9.40	6.50
670.5	8.20	6.05	11.25	670.5	5.00	6.45	3.00	670.5	5.00	6.45	3.00
751.3	8.43	6.23	11.55	751.3	4.40	6.26	2.30	751.3	4.40	6.26	2.30
754.8	10.50	8.25	2.10	754.8	2.30	4.30	12.25	754.8	2.30	4.30	12.25
761.8	11.00	8.34	2.20	761.8	2.17	4.17	12.05	761.8	2.17	4.17	12.05
781.5	11.23	8.48	2.45	781.5	2.05	4.05	11.50	781.5	2.05	4.05	11.50
787.3	12.03	9.20	3.48	787.3			11.20	787.3			11.20
813.6	12.40	9.55	4.30	813.6	1.35	3.35	11.07	813.6	1.35	3.35	11.07
821.0	A 1.00	A 10.15	A 5.00	821.0	1.05	3.05	10.35	821.0	1.05	3.05	10.35
					12.45	2.45	10.15		12.45	2.45	10.15
					Daily	Daily	Daily		Daily	Daily	Daily
(18.00)	(16.00)	(21.30)	(17.45)	(16.20)	(20.05)		(17.45)	(16.20)	(20.05)	
45.6	51.3	38.2	46.2	50.2	40.9		46.2	50.2	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
*5	Any station	Any station	Any station
*6	Any station	Any station	Any station
9-10	Victorville	Any station	Stations where 9-10 stop
104	Pomona		Salt Lake City or beyond
103	Pomona	Salt Lake City or beyond	Where scheduled to stop

*Includes Non-Revenue Passengers.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 31	
	5	9	103		April 30, 1961	
	Passenger	Passenger	Streamliner Passenger		STATIONS	
	Daily	Daily	Daily			
DPWY	11.25PM	8.20AM	6.05AM	620.8	DN-R YERMO YL BN	
IP	11.33PM	8.28AM	6.13AM	625.4	DN DAGGETT H	
	11.55 PM	8.43	6.23	634.2	BARSTOW BA	
D	2.10 AM	10.50	8.25	715.0	SAN BERNARDINO B	
	2.20	11.00	8.34	718.5	COLTON	
IP	2.30AM	11.10AM	8.43AM	724.8	S. P. and A. T. & S. F. Crossings	
	2.45	11.23AM	8.48	725.5	RIVERSIDE JCT. YL	
119 P				729.2	DN RIVERSIDE YL	
105 P				730.0	STREETER	
118 YP				734.7	ARLINGTON	
117 P	f 3.02			737.4	PEDLEY	
				744.9	D MIRA LOMA V	
				745.2	S. P. CROSSING	
117 P	s 3.30			747.5	D ONTARIO YL RA	
				750.0	MONTCLAIR	
				751.0	S. P. CROSSING	
114 P	s 3.48	s 12.03PM	9.20	754.1	DN POMONA YL PO	
118 P				758.6	SPADRA	
				765.2	WALNUT	
118 P				766.0	PUENTE JCT.	
				771.7	D CITY OF INDUSTRY BG	
				772.1	BARTOLO	
				772.7	WHITTIER JCT.	
113 P	f 4.20			772.7	D PICO K	
58 P	f 4.25			774.5	D MONTEBELLO MK	
	s 4.30	s 12.40	s 9.55	777.3	DN EAST LOS ANGELES YL Z	
ODPWYZ				777.4	R EAST YARD YL	
PX				780.2	DOWNY 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 5.00AM	A 1.00PM	A 10.15AM	784.7	DN-R LOS ANGELES UD	
					(Union Station)	
				163.9		

(5.35) (4.40) (4.10) Thru Time
29.4 35.1 39.3 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. 31	
	10	104	6		April 30, 1961	
	Passenger	Streamliner Passenger	Passenger		STATIONS	
DPWY	A 5.00PM	A 6.45PM	A 2.55AM	163.2	DN-R YERMO YL BN	
IP	4.50PM	6.36PM	2.45AM	158.6	DN DAGGETT H	
	4.40	6.26	2.30	150.1	BARSTOW BA	
D	2.30	4.30	12.25	67.3	SAN BERNARDINO B	
	2.17	4.17	12.05 AM	64.5	COLTON	
IP	2.07PM	4.07PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings	
	2.05PM	4.05	11.50	57.5	RIVERSIDE JCT. YL	
119 P				53.8	DN RIVERSIDE YL	
105 P				53.0	STREETER	
118 YP				48.3	ARLINGTON	
117 P				45.6	PEDLEY	
				38.1	D MIRA LOMA V	
				37.8	S. P. CROSSING	
117 P			s 11.20	35.5	D ONTARIO YL RA	
				33.0	MONTCLAIR	
				32.0	S. P. CROSSING	
114 P	s 1.35	3.35	s 11.07	28.9	DN POMONA YL PO	
118 P				24.4	SPADRA	
				17.8	WALNUT	
118 P				17.0	PUENTE JCT.	
				11.3	D CITY OF INDUSTRY BG	
				10.9	BARTOLO	
				10.3	WHITTIER JCT.	
113 P				10.3	D PICO K	
58 P				8.5	D MONTEBELLO MK	
	s 1.05	s 3.05	s 10.35	5.7	DN EAST LOS ANGELES YL Z	
ODPWYZ				5.6	R EAST YARD YL	
PX				2.8	DOWNY 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	12.45PM	2.45PM	10.15PM		DN-R LOS ANGELES UD	
	Daily	Daily	Daily		(Union Station)	
				165.2		

Thru Time (4.15) (4.00) (4.40)
Average speed per hour 38.9 41.3 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. 31 April 30, 1961		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 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 5.0	10.5
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	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. 31 April 30, 1961		Mile-Post
		STATIONS		
YP	0.0		BOULDER JCT. YL 9.8	0.0
59 P	9.8	D	HENDERSON YL RB 12.6	9.8
PY	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;
- 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. 31 April 30, 1961		Mile-Post
		STATIONS		
DPWYZ		R	EAST YARD YL	
		DN	HOBART A. T. and S. F. Crossing 0.5	3.1
	3.1		L. A. JCT. RY. CROSSING YL 1.5	3.6
	3.6		P. E. CROSSING YL 0.2	5.1
	5.1		BELL YL 2.1	5.3
69 P	5.3		S. P. CROSSING YL 2.0	7.4
	7.4		WORKMAN 1.8	9.4
	9.4		P. E. CROSSING 1.3	11.2
13 AI	11.2	D	PARAMOUNT YL HY 1.8	12.5
	12.5		RIOCO YL 0.3	14.3
73 P	14.3		DOUGLAS JCT. YL 2.8	14.6
75 P	14.6		P. E. CROSSING 1.7	17.4
	17.4		MANUEL 2.6	19.1
96 I	19.1		S. P. CROSSING 0.2	21.7
	21.7		P. E. CROSSING 0.4	21.9
	21.9		MEAD TFR. YL 0.9	22.3
	22.3		HENRY FORD BLV. DRAWBRIDGE YL 1.0	23.2
	23.2		TERMINAL ISLAND YL 1.7	24.2
PWY	24.2		EAST SAN PEDRO YL	24.2
	25.9		23.1	25.9

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

- Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
 - Designation "Psgr."—Train with 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 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	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60	Freight trains handling tonnage in excess of 65 tons per operative brake.			40
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45
When using No. 14 turn-outs.	25	25	20	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
When using other cross-overs or turn-outs.	15	15	15	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits protected by continuous block signals.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15	Trains handling Diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial Diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel road freight and road switch locomotives.	65	65		Wye tracks.	6	6	6
1870 class locomotives: On First and Second Subdivisions. On branch lines.			50 20				
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30				
Multiple unit engine when operated from other than leading unit.	30	30	30				

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. Between M.P. 193.7 and 191.8.	60	50	40
Cima to Kelso Streamline trains handled with automatic brake in operation. Between M.P. 231.2 and 230.9. See Note.	45 70			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. Between M.P. 159.0 and 158.8.	20 15	20 15	20 15	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.3. Between M.P. 57.3 and 55.25. Between M.P. 55.25 and 54.75.	20 45 30	20 40 30	20 30 30	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	40	City of Industry Between M.P. 15.3 and 15.1. Between M.P. 13.9 and 13.6. Between M.P. 11.3 and 10.9.	55 70 70	45 60 60	35 50 50
Arlington Between M.P. 52.3 and 51.8. Between M.P. 50.7 and 49.9.	65 70	55 60	45 50	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	70 25	60 20	50 20
Pomona Between M.P. 32.6 and 31.5. Between M.P. 29.5 and 29.1. See Note.	40 70	40 60	25 50	East Yard Between M.P. 2.4 and 1.7. Between M.P. 0.1 and West 0.3. Between West M.P. 0.3 and Pasadena Jct. Between Pasadena Jct. and Los Angeles River Bridge.	25 25 15 15	25 25 15 15	20 20 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	25 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. Vernon, city limits. Henry Ford Ave. drawbridge.	30	30
Crestmore Branch Between Pedley and Crestmore.		15	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.		20
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.		20 15 10 10 8	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.	10 12 12	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. 308.8		M.P. 24.6	M.P. 191.3	M.P. 54.75
			M.P. 29.1	M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision 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 Westcraft, 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 Machlin 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 East West East East Both East 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 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 Both 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