



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 32

Effective Sunday,
September 24, 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.

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.

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

A. C. FLOWERS,
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
A. P. Vicente	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
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
G. W. Prichard	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. N. 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-Central .
V. E. Hessel	Surgeon	Los Angeles-Central .
E. E. Wunderlich ...	Surgeon	Los Angeles- Palos Verdes
H. Golden	Surgeon	Lynwood
Wm. F. Stucky Jr. .	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood ...
J. T. Morgan	Surgeon	Norwalk
W. A. Sullivan	Surgeon	Ontario
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
H. Bartley	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	East Yard.....Switchmen's Locker Room
..... Passenger Enginemen's Locker Room	East Yard..... Enginemen's Locker Rooms
Las Vegas..... Conductor's Register Room	East Yard..... Register Room
Las Vegas..... Telegraph Office	East Yard..... Dispatcher's Office
Las Vegas..... Yard Office	East Yard..... 4th St. Yard Office
Las Vegas..... Dispatcher's Office	East Los Angeles..... Telegraph 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	5	115	Distance from Ogden	Time-Table No. 32	Mile Post	116	10	104	6
Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		September 24, 1961		Streamliner Passenger	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	0.0	MT OGDEN MT	0.0	A 8.30	A 9.05	A 7.20	
8.00	7.15	8.30		36.3	SALT LAKE CITY	36.3	7.35	8.15	6.30	
8.50	8.00	9.20		784.0	LYNNDYL	784.0	7.10	8.05	6.00	
9.15	8.10	10.00		154.4	MILFORD	665.9	4.55	5.45	3.13	
11.15	10.00	12.15		243.5	LUND	576.8	3.40	4.33	1.45	
12.40	11.15	2.00		278.9	CALIENTE	541.4		1.12	2.24	11.00
3.20	1.16	4.50		360.8	MT LAS VEGAS MT	459.5	A 4.15	10.30	11.50	8.10
6.05	3.55	8.00		486.1	PT YERMO PT	334.2	9.15	10.40	6.50	
5.15	3.05	7.25	5.00	657.1	BARSTOW	163.2	12.55	6.00	7.45	3.00
8.20	6.05	11.25	8.00	670.5	SAN BERNARDINO	150.1	12.35	5.40	7.26	2.30
8.43	6.23	11.55	8.18	751.3	COLTON	67.3	10.38	3.30	5.30	12.25
10.50	8.25	2.10	10.20	754.8	RIVERSIDE	64.5	10.27	3.17	5.17	12.05
11.00	8.34	2.20	10.29	761.8	ONTARIO	57.5	10.15	3.05	5.05	11.50
11.23	8.48	2.45	10.40	781.5	POMONA	37.8				11.20
12.03	9.20	3.48	11.10	787.3	EAST LOS ANGELES	32.0	9.45	2.35	4.35	11.07
12.40	9.55	4.30	11.40	818.6	PT LOS ANGELES PT	5.7	9.20	2.05	4.05	10.35
A 1.00	A 10.15	A 5.00	A 11.59	821.0		0.0	9.00	1.45	3.45	10.15
							Daily	Daily	Daily	Daily
(18.00)	(16.00)	(21.30)	(6.59)		Thru Time	(7.15)	(17.45)	(16.20)	(20.05)	
45.6	51.3	38.2	47.9		Average speed per hour	46.0	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
			Where scheduled to stop
103	Pomona	Salt Lake City or beyond	
116	Pomona		Las Vegas
115	Pomona	Las Vegas	

*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
		5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	
		Daily	Daily	Daily	Daily	
114 P					449.8	
67 PY					454.7	
104 P					457.0	
103 P		7.40			461.5	
112 P		7.50			469.0	
113 P		8.05			474.7	
114 P					482.9	
62 P					487.7	
120 P					492.3	
114 PW		8.30			496.8	
113 P		8.38			501.5	
113 P					506.5	
113 P		8.53			511.9	
113 P					516.5	
102 P					521.1	
105 } 99 } PY		9.10			526.0	
113 P					529.8	
113 P					533.8	
113 P					536.9	
113 P					540.6	
114 P					544.9	
195 DPY		s 9.50		7.05	548.5	
110 P					549.0	
113 P					553.4	
77 P					558.1	
102 P		10.10			562.1	
113 P					566.4	
113 P					572.1	
113 P					579.7	
123 P					587.1	
72 P		10.38			592.5	
121 P					596.7	
113 P					601.6	
113 P					606.2	
113 P		10.58			610.7	
111 P					615.7	
DPWY		A 11.15PM	A 8.00PM	A 8.20AM	A 6.05AM	620.8

Time-Table No. 32
September 24, 1961

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
JEAN
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
NIPTON
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
CIMA
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
D KELSO FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALCH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN
171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.50) 44.6 (3.00) 57.0 (3.05) 55.5 (3.00) 57.0
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.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPWYZ	Mile-Post	FIRST CLASS			
			6 Passenger	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger
			Daily	Daily	Daily	Daily
114 P		334.2	A 6.50AM	A 4.15PM	A 9.15PM	A 10.40PM
67 PY		329.3				
104 P		327.0				
103 P		322.5	6.26			
112 P		315.0	6.13			
113 P		309.3				
114 P		301.1	5.50			
62 P		296.3				
120 P		291.7				
114 PW		287.2				
113 P		282.5	5.25			
113 P		277.5	5.20			
113 P		272.1				
113 P		267.5	5.09			
113 P		262.9				
102 P		258.0				
105 } 99 } PY		254.2	4.55			
113 P		250.2				
113 P		247.1				
113 P		243.4				
114 P		239.1				
195 DPY		235.5	s 4.20		7.05	8.47
110 P		230.6				
113 P		225.9				
77 P		221.9				
102 P		217.6	3.52			
113 P		211.9				
113 P		204.3				
123 P		196.9				
72 P		191.5	3.25			
121 P		187.3				
113 P		182.4				
113 P		177.8				
113 P		173.3	3.09			
111 P		168.3				
DPWY		163.2	3.00AM	12.55PM	6.00PM	7.45PM
		171.0	Daily	Daily	Daily	Daily

Time-Table No. 32
September 24, 1961

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
JEAN
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
NIPTON
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
CIMA
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
D KELSO FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALCH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN
171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.50) 44.7 (3.20) 51.3 (3.15) 52.6 (2.55) 53.6
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. 32	
						September 24, 1961	
	5 Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		STATIONS	
	Daily	Daily	Daily	Daily	C.T.C. (DN-R) YERMO YL BN 4.6		
DPWY	11.25PM	8.00PM	8.20AM	6.05AM	DN DAGGETT H 8.8		
IP	11.33PM	8.08PM	8.28AM	6.13AM	BARSTOW BA 80.8		
	s 11.55 PM	8.18	s 8.43	6.23	SAN BERNARDINO B 3.5		
D	s 2.10 AM	s 10.20	s 10.50	s 8.25	COLTON 6.3		
	s 2.20	10.29	11.00	8.34	S. P. and A. T. & S. F. Crossings		
IP	2.30AM	10.38PM	11.10AM	8.43AM	RIVERSIDE JCT. YL 0.7		
	s 2.45	s 10.40	s 11.23AM	s 8.48	DN RIVERSIDE YL VN 3.7		
P					STREETER 0.8		
119 P					ARLINGTON 4.7		
105 P					PEDLEY 2.7		
118 YP	f 3.02				D MIRA LOMA V 7.5		
117 P					S. P. CROSSING 0.3		
PI	s 3.30				D ONTARIO YL RA 2.3		
					MONTCLAIR 2.5		
117 P					S. P. CROSSING 1.0		
P	s 3.48	11.10	s 12.03PM	9.20	DN POMONA YL PO 3.1		
					SPADRA 4.5		
114 P					WALNUT 6.6		
118 P					PUENTE JCT. 0.8		
					D CITY OF INDUSTRY BG 5.7		
					BARTOLO 0.4		
					WHITTIER JCT. 0.6		
113 P	s 4.20				D PICO K 1.8		
58 P	f 4.25				D MONTEBELLO MK 2.8		
	s 4.30	s 11.40	s 12.40	s 9.55	DN EAST LOS ANGELES YL 0.1		
ODPWYZ					R EAST YARD YL 2.8		
PX					DOWNEY ROAD YL 1.1		
PX					NINTH ST. JCT. YL 1.7		
PX					FIRST ST. YL 0.9		
I					PASADENA JCT. YL 0.1		
I					A. T. & S. F. Csg. (Mission Tower) 0.7		
IP	A 5.00AM	A 11.59PM	A 1.00PM	A 10.15AM	DN-R LOS ANGELES UD (Union Station)		
					163.9		

(5.35) (3.59) (4.40) (4.10) Thru Time
29.4 41.2 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. 32	
						September 24, 1961	
	116 Streamliner Passenger	10 Passenger	104 Streamliner Passenger	6 Passenger		STATIONS	
					C.T.C. (DN-R) YERMO YL BN 4.6		
DPWY	A 12.55PM	A 6.00PM	A 7.45PM	A 2.55AM	DN DAGGETT H 8.8		
IP	12.45PM	5.50PM	7.36PM	2.45AM	BARSTOW BA 82.8		
	s 12.35 PM	s 5.40	7.26	s 2.30	SAN BERNARDINO B 2.8		
D	s 10.38 AM	s 3.30	s 5.30	s 12.25	COLTON 6.3		
	10.27	3.17	5.17	s 12.05 AM	S. P. and A. T. & S. F. Crossings		
IP	10.17AM	3.07PM	5.07PM	11.53PM	RIVERSIDE JCT. YL 0.7		
	s 10.15	s 3.05	s 5.05	s 11.50	DN RIVERSIDE YL VN 3.7		
P					STREETER 0.8		
119 P					ARLINGTON 4.7		
105 P					PEDLEY 2.7		
118 YP					D MIRA LOMA V 7.5		
117 P					S. P. CROSSING 0.3		
PI					D ONTARIO YL RA 2.3		
					MONTCLAIR 2.5		
117 P					S. P. CROSSING 1.0		
P	9.45	s 2.35	4.35	s 11.07	DN POMONA YL PO 3.1		
					SPADRA 4.5		
114 P					WALNUT 6.6		
118 P					PUENTE JCT. 0.8		
					D CITY OF INDUSTRY BG 5.7		
					BARTOLO 0.4		
					WHITTIER JCT. 0.6		
113 P					D PICO K 1.8		
58 P					D MONTEBELLO MK 2.8		
					DN EAST LOS ANGELES YL 0.1		
ODPWYZ					R EAST YARD YL 2.8		
PX					DOWNEY ROAD YL 1.1		
PX					NINTH ST. JCT. YL 1.7		
PX					FIRST ST. YL 0.9		
I					PASADENA JCT. YL 0.1		
I					A. T. & S. F. Csg. (Mission Tower) 0.7		
IP	9.00AM	1.45PM	3.45PM	10.15PM	DN-R LOS ANGELES UD (Union Station)		
	Daily	Daily	Daily	Daily	165.2		

Thru Time (3.55) (4.15) (4.00) (4.40)
Average speed per hour..... 42.2 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. 32 September 24, 1961		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	9.7		LA HABRA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
	15.5		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. 32 September 24, 1961		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;
- 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. 32 September 24, 1961		Mile-Post
		STATIONS		
		R	EAST YARD YL	
	3.1	DN	HOBART YL J A. T. and S. F. Crossing	3.1
	3.6		L. A. JCT. BY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
	5.3		BELL YL	5.3
	7.4		S. P. CROSSING YL	7.4
	9.4		WORKMAN	9.4
	11.2		P. E. CROSSING	11.2
	12.5	D	PARAMOUNT YL HY	12.5
	14.3		RIOCO YL	14.3
	14.6		DOUGLAS JCT. YL	14.6
	17.4		P. E. CROSSING	17.4
	19.1		MANUEL	19.1
	21.7		S. P. CROSSING	21.7
	22.3		MEAD TFR. YL	22.3
	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		TERMINAL ISLAND YL	24.2
	25.9		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 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

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.	Frnt.		Str.	Psgr.	Frnt.
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 turn out.	25	20	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.	Frnt.		Psgr.	Frnt.
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.		15	Henry Ford Ave. drawbridge.	15	15
Between M.P. 12.0 and 13.0.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Highway Crossing M.P. 18.5.		10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Highway Crossing M.P. 20.1.		8	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. 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	330.1	20 P	East	Anaheim Branch (Continued) California Juice Inc.	19.1	13	West
Blue Diamond	321.8	P	West	Southern California Citrus	19.2	17	West
Basin Gravel Pit	196.9	124	East	Glendale Branch Taylor Milling Co.	4.2	15	West
New Dunn	188.5	21 P	Both	Pacific Fence	5.3	4	East
Second Subdivision Magnolia Ave.	55.2	13 P	East	Delay Drive	5.5	12	West
Smith-Scott	50.9	6 P	East	Glendale	5.6	7	East
Cucamonga Grape Spur	45.8	240	East	Pottery Spur	5.7	2	West
Champagne	43.5	47	Both	Westcraft, Inc.	5.8	8	West
Ballou	40.5	43	Both	Modglin Co., Inc.	5.8	6	West
Winery Spur	39.1	12	West	Aluminum Extrusion Co.	5.9	2	West
San Antonio Meat Co.	34.1	23	East	Sawyer Cabinet Co.	6.1	2	East
Convair East Spur	30.7	56	East	Forest Lawn	6.2	3	Both
Convair West Spur	29.8	25	West	Pasadena Branch Baker Spur	5.3	5	East
American Brake Shoe	29.4	19	West	Team Track	5.4	1	West
Machlin Spur	27.0	40 P	East	Municipal Light Plant	8.2	8	East
Michael Flynn Mfg.	24.4	10 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
Pioneer Mfg.	20.4	36 P	East	Holly Mfg Co.	8.6	3	East
Carrier Corporation	19.10	34 P	Both	A. C. Vroman Inc.	9.3	3	East
Bixby	19.5	15	West	Pasadena	9.8	20	Both
Pellissier Spur	14.0	18 P	East	City of Pasadena	11.31	3	West
Shepherd Tractor Spur	12.2	15 P	East	San Pedro Branch Rancho Los Amigos	10.0	3	East
St. Helens Spur	11.1	17	West	Dayton Foundry Co.	10.2	6	West
Kenosha Spur	9.1	17	East	Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Boulder City Branch Manganese, Inc.	11.5	65	East	Macco Corporation	11.5	17	West
Magnesium	10.5	21	Both	Exeter Refining Co.	14.1	20	East
Crestmore Branch Ormand	3.9	14	Both	Lakewood Branch Lakewood	16.2	13 P	Both
Ormand Quarry	3.9	83	West	Douglas Aircraft Spur & Wye	16.5		Both
Crestmore	6.9	Yard	Both	Montana Ranch Spur	16.9	6	East
Anaheim Branch Hunt Foods	15.3	45	East	Richfield Oil Spur	17.1	30	West
Fullerton Industrial Lead	15.4	31	West	City of Long Beach Water Dept.	17.1	8	East
Northrop Aircraft	18.8	14	West	Hancock Refinery Spur	17.2	27	East
				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