

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



R. G. A.
 APR 28 1963

CALIFORNIA DIVISION
TIME-TABLE
No. 34

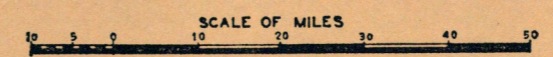
Effective Sunday,
April 28, 1963

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



**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
D. L. Gamette	District Surgeon	Los Angeles
H. L. Finsten	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
J. G. Slayback	Physician	Eagle Rock
E. M. Pettis	Surgeon	Fullerton
E. A. Taylor	Surgeon	Glendale
E. A. Westphal	Surgeon	Glendale
M. Beugelmons	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
G. A. Brandt	Physician	Los Angeles
P. H. L. Sargent	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
G. R. Borrell	Surgeon	Pico Rivera
R. E. Fisher	Surgeon	Pomona
J. T. Lanier	Surgeon	Riverside
C. M. Hadley	Oculist & Aurist	San Bernardino
S. B. Hughes	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	East Yard.....Switchmen's Locker Room
Las Vegas.....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

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.

J. A. SCHELLHORN,
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.

F. G. PFISTER,
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 Courtesy.....Los Angeles, Cal.**

**J. E. PETERSEN, Assistant Superintendent of
Safety and Courtesy.....Salt 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.

CONDENSED TIME-TABLE

WESTWARD				EASTWARD					
FIRST CLASS				FIRST CLASS					
	103	5	115	Distance from Ogdén	Time-Table No. 34 April 28, 1963	Mile Post	116	104	6
	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
	Daily	Daily	Daily	0.0	MT OGDEN MT	0.0		A 8.30	A 7.20
	7.30	8.30		36.3	SALT LAKE CITY	36.3		7.30	6.30
	8.20	9.20		154.4	LYNNDYL	784.0		7.10	6.00
	8.40	10.00		243.5	MILFORD	665.9		4.45	3.13
	10.40	12.15		278.9	LUND	576.8		3.30	1.45
	12.10	2.00		360.8	CALIENTE	541.4		1.02	1.00
	2.40	4.50		486.1	MT LAS VEGAS MT PT	459.5			
	5.30	8.00	3.30	657.1	YERMO	384.2	A 2.45	10.20	8.10
	4.50	7.25	6.25	670.5	BARSTOW	163.2	11.48	5.55	3.00
	7.55	11.25	6.43	751.3	SAN BERNARDINO	150.1	11.30	5.35	2.30
	8.20	11.55	6.43	761.8	COLTON	67.3	9.40	3.25	12.25
	10.30	2.10	8.33	754.8	RIVERSIDE	64.5	9.27		12.05
	11.00	2.45	8.52	761.8	ONTARIO	57.5	9.15	2.57	11.50
		3.30		781.5	POMONA	37.8			11.20
	11.35	3.48	9.22	787.3	EAST LOS ANGELES	32.0	8.45	2.22	11.07
	12.10	4.30	9.55	813.6	PT LOS ANGELES PT	5.7	8.20	1.50	10.35
	A12.30	A 5.00	A10.15	821.0		0.0	8.00	1.30	10.15
					821.0		Daily	Daily	Daily
	(18.00)	(21.30)	(6.45)		Thru Time	(6.45)	(18.00)	(20.05)	
	45.6	38.2	49.5		Average speed per hour	49.5	45.6	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
103-104	Victorville	Any station	Stations where 103-104 stop
116	Pomona	Las Vegas	Las Vegas
115	Pomona		

*Includes Non-Revenue Passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	STATIONS	FIRST CLASS			Distance from Salt Lake City
		5	115	103	
		Passenger	Passenger	Passenger	
		Daily	Daily	Daily	
DPYZ	DN-R LAS VEGAS YL VG	7.25PM	3.30PM	4.50AM	449.8
114 P	BRACKEN				454.7
67 PY	BOULDER JCT.				457.0
104 P	ARDEN A	7.40			461.5
103 P	SLOAN SX	7.50			469.0
112 P	ERIE				474.7
113 P	JEAN	8.05			482.9
114 P	JEAN				487.7
62 P	BOBAX				492.3
120 P	ROACH				496.8
114 P	ROACH	8.30			501.5
113 P	CALADA	8.38			506.5
113 P	DESERT				511.9
113 P	NIPTON				516.5
113 P	MOORE	8.53			521.1
113 P	IVANPAH				526.0
102 P	BRANT				529.8
105 } 99 } PY	JOSHUA	9.10			533.8
113 P	CIMA				536.9
113 P	CHASE				540.6
113 P	ELORA				544.9
114 P	ELORA				548.5
195 PY	DAWES	9.50			553.4
110 P	HAYDEN				558.1
113 P	KELSO FO				562.1
77 P	FLYNN				566.4
102 P	KERENS	10.10			572.1
113 P	GLASGOW				579.7
113 P	SANDS				587.1
123 P	BALCH				592.5
72 P	BALCH	10.38			596.7
121 P	CRUCERO				601.6
113 P	BASIN				606.2
113 P	AFTON				610.7
113 P	DUNN	10.58			615.7
111 P	DUNN				620.8
DPY	FIELD	A 11.15PM	A 6.25PM	A 7.55AM	
	MANIX				
	HARVARD				
	TOOMEY				
	TOOMEY				
	YERMO YL BN				171.0

(3.50) (2.55) (3.05) Thru Time
44.6 58.7 55.5 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	STATIONS	Mile-Post	FIRST CLASS		
			6	116	104
			Passenger	Passenger	Passenger
			Daily	Daily	Daily
DPYZ	DN-R LAS VEGAS YL VG	334.2	A 6.50AM	A 2.45PM	A 9.05PM
114 P	BRACKEN	329.3			
67 PY	BOULDER JCT.	327.0			
104 P	ARDEN A	322.5	6.26		
103 P	SLOAN SX	315.0	6.13		
112 P	ERIE	309.3			
113 P	JEAN	301.1	5.50		
114 P	JEAN	296.3			
62 P	BOBAX	291.7			
120 P	ROACH	287.2			
114 P	ROACH	282.5	5.25		
113 P	CALADA	277.5	5.20		
113 P	DESERT	272.1			
113 P	NIPTON	267.5	5.09		
113 P	MOORE	262.9			
113 P	IVANPAH	258.0			
102 P	BRANT	254.2	4.55		
105 } 99 } PY	JOSHUA	250.2			
113 P	CIMA	247.1			
113 P	CHASE	243.4			
113 P	ELORA	239.1			
114 P	ELORA	235.5	4.20		
195 PY	DAWES	230.6			
110 P	HAYDEN	225.9			
113 P	KELSO FO	221.9			
77 P	FLYNN	217.6	3.52		
102 P	KERENS	211.9			
113 P	GLASGOW	204.3			
113 P	SANDS	198.9			
123 P	BALCH	191.5	3.25		
72 P	BALCH	187.3			
121 P	CRUCERO	182.4			
113 P	BASIN	177.8			
113 P	AFTON	173.3	3.09		
113 P	DUNN	168.3			
111 P	DUNN	163.2	3.00AM	11.48AM	5.55PM
DPY	FIELD				
	MANIX				
	HARVARD				
	TOOMEY				
	TOOMEY				
	YERMO YL BN	171.0			

Thru Time (3.50) (2.57) (3.10)
Average speed per hour 44.6 57.9 54.0

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. 34	
	5	115	103		April 28, 1963	
	Passenger	Passenger	Passenger		STATIONS	
	Daily	Daily	Daily			
DPT	11.25PM	6.25PM	7.55AM	620.8	DN-R YERMO YL BN	
IP	11.33PM	6.33PM	8.03AM	625.4	4.6 DAGGETT	
	11.55 PM	6.43	8.20	634.2	8.8 BARSTOW BA	
D	2.10 AM	8.33	10.30	715.0	80.8 SAN BERNARDINO B	
	2.20	8.42	10.39	718.5	3.5 COLTON	
IP	2.30AM	8.50PM	10.48AM	724.8	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
	2.45	8.52	11.00	725.5	0.7 DN RIVERSIDE YL VN	
119 P				729.2	3.7 STREETER	
105 P				730.0	0.8 ARLINGTON	
118 YP				734.7	4.7 PEDLEY	
117 P	f 3.02			737.4	2.7 D MIRA LOMA V	
PI				744.9	7.5 S. P. CROSSING	
P	s 3.30			745.2	0.3 D ONTARIO YL RA	
117 P				747.5	2.3 MONTOLAIR	
P				750.0	2.5 S. P. CROSSING	
P	s 3.48	9.22	s 11.35AM	751.0	1.0 DN POMONA YL PO	
114 P				754.1	3.1 SPADRA	
118 P				758.6	4.5 WALNUT	
				765.2	6.6 PUENTE JCT.	
118 P				766.0	0.8 D CITY OF INDUSTRY BG	
				771.7	5.7 BARTOLO	
P				772.1	0.4 WHITTIER JCT.	
113 P	s 4.20			772.7	0.6 D PICO-RIVERA K	
58 P	f 4.25			774.5	1.8 MONTEBELLO	
	s 4.30	s 9.55	s 12.10PM	777.3	2.8 DN EAST LOS ANGELES YL Z	
DPTZ				777.4	0.1 R EAST YARD YL	
PX				780.2	2.8 DOWNEY ROAD YL	
PX				781.3	1.1 NINTH ST. JCT. YL	
PX				783.0	1.7 FIRST ST. YL	
I				783.9	0.9 PASADENA JCT. YL	
I				784.0	0.1 A. T. & S. F. Csg. (Mission Tower)	
IP	A 5.00AM	A 10.15PM	A 12.30PM	784.7	0.7 DN-R LOS ANGELES UD	
					(Union Station)	
				163.9		

(5.35) (3.50) (4.35) Thru Time
29.4 42.6 35.8 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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. 34	
	116	104	6		April 28, 1963	
	Passenger	Passenger	Passenger		STATIONS	
DPT	A 11.48AM	A 5.55PM	A 2.55AM	163.2	DN-R YERMO YL BN	
IP	11.40AM	5.45PM	2.45AM	158.6	4.6 DAGGETT	
	11.30	5.35	2.30	150.1	8.8 BARSTOW BA	
D	s 9.40	s 3.25	s 12.25	67.3	82.8 SAN BERNARDINO B	
	9.27	3.09	12.05 AM	64.5	2.8 COLTON	
IP	9.17AM	2.59PM	11.53PM	58.2	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P	s 9.15	s 2.57	s 11.50	57.5	0.7 DN RIVERSIDE YL VN	
119 P				53.8	3.7 STREETER	
105 P				53.0	0.8 ARLINGTON	
118 YP				48.3	4.7 PEDLEY	
117 P				45.6	2.7 D MIRA LOMA V	
PI				38.1	7.5 S. P. CROSSING	
P			s 11.20	37.8	0.3 D ONTARIO YL RA	
117 P				35.5	2.3 MONTOLAIR	
P				33.0	2.5 S. P. CROSSING	
P	8.45	s 2.22	s 11.07	32.0	1.0 DN POMONA YL PO	
114 P				28.9	3.1 SPADRA	
118 P				24.4	4.5 WALNUT	
				17.8	6.6 PUENTE JCT.	
118 P				17.0	0.8 D CITY OF INDUSTRY BG	
				11.3	5.7 BARTOLO	
P				10.9	0.4 WHITTIER JCT.	
113 P				10.3	0.6 D PICO-RIVERA K	
58 P				8.5	1.8 MONTEBELLO	
	s 8.20	s 1.50	s 10.35	5.7	2.8 DN EAST LOS ANGELES YL Z	
DPTZ				5.6	0.1 R EAST YARD YL	
PX				2.8	2.8 DOWNEY ROAD YL	
PX				1.7	1.1 NINTH ST. JCT. YL	
PX				0.0	1.7 FIRST ST. YL	
I					0.9 PASADENA JCT. YL	
I					0.1 A. T. & S. F. Csg. (Mission Tower)	
IP	8.00AM	1.30PM	10.15PM		0.7 DN-R LOS ANGELES UD	
					(Union Station)	
				165.2		

Thru Time (3.48) (4.25) (4.40)
Average speed per hour 43.4 37.4 35.4

Time shown at Colton, San Bernardino and Barstow is for information only.
Between Daggett and Riverside Jct. trains are governed by Operating Rules, timetable and Special Instructions of A. T. & S. F. Ry.
Between Los Angeles and L. A. U. P. T. Co. terminal limits 200 ft. west of A. T. & S. F. Csg. (Mission Tower) trains and engines are governed by Operating Rules and Special Instructions of L. A. U. P. T.
Between Pasadena Jct. and Los Angeles movement of trains and engines 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. 34 April 28, 1963		Mile-Post
		STATIONS		
P	0.0		WHITTIER JCT. YL	0.0
	0.1		0.1 S. P. CROSSING YL	0.1
18	2.3	D	WHITTIER YL	2.3
	5.1		4.6 COLIMA JCT. YL	5.1
	9.7		0.8 LA HABRA YL	9.7
	10.5		5.0 FULLERTON JCT. YL	10.5
I	15.5		1.8 A. T. & S. F. CROSSING YL	15.5
10	17.3	D	FULLERTON YL	17.3
39	20.0	D	ANAHEIM YL	20.0
			20.0	

Between Colima Jct. and Fullerton Jct. trains and engines are governed by Operating Rules, Time Table and Special Instructions of Pacific Electric Railway.

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6 (A). Page 8	Distance from Boulder Jct.	Time-Table No. 34 April 28, 1963		Mile-Post
		STATIONS		
YP	0.0		BOULDER JCT. YL	0.0
59	9.8	D	HENDERSON YLRB	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. 34 April 28, 1963		Mile-Post
		STATIONS		
		R	EAST YARD YL	
	3.1	DN	HOBART YL	3.1
	3.6		A. T. and S. F. Crossing 0.5 L. A. JCT. RY. CROSSING YL	3.6
	5.1		1.5 P. E. CROSSING YL	5.1
69	5.3		0.2 BELL YL	5.3
	7.4		2.1 S. P. CROSSING YL	7.4
	9.4		2.0 WORKMAN	9.4
	11.2		1.8 P. E. CROSSING	11.2
123	12.5	D	PARAMOUNT YL	12.5
73 75	14.3		1.8 RICO YL	14.3
	14.6		0.3 DOUGLAS JCT. YL	14.6
	17.4		2.8 P. E. CROSSING	17.4
	19.1		1.7 MANUEL	19.1
I	21.7		2.8 S. P. CROSSING	21.7
P	22.3		0.6 MEAD TFR. YL	22.3
I	23.2		0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2
PY	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 "Psgr."—Train with Diesel locomotive and all passenger train equipment.
- Designation "Frnt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

Referring to Rule 10(J): Where two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above, lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

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

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	79	60	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Work trains and all regularly assigned locals		50	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 26000-26499.		50
When using No. 14 turn-outs.	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	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	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	35	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	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		Wye tracks.	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			
When leading unit at front of train is gas turbine or car body type unit backing up; Multiple unit engine when operated from other than leading unit.	30 30	30 30			

FIRST SUBDIVISION

Between Yermo and Las Vegas

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	79	60	Flynn Between M.P. 230.9 and 231.2. See Note.	70	55
Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20	Cima to Kelso All westward freight 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.	45	20
Field Between M.P. 186.2 and 186.4.	70	55	Cima to Kelso Passenger trains handled by Diesel locomotive with dynamic brake in operation; Diesel locomotive running light with dynamic brake in operation.	45	45
Dunn Between M.P. 186.8 and 187.0. See Note. Between M.P. 188.4 and 190.9. See Note.	70 55	55 40			
Afton Between M.P. 191.8 and 193.7. See Note. Between M.P. 193.8 and 196.2.	45 60	30 45			

FIRST SUBDIVISION (Cont'd)
Between Yermo and Las Vegas (Cont'd)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Cima to Kelso Westward freight trains not required to use retainers per Special Rule 1045(S).		25	Erie Between M.P. 309.3 and 309.8. See Note. Between M.P. 311.7 and 312.5.	70 45	55 30
1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso		20	Sloan Between M.P. 314.6 and 317.1. See Note. Between M.P. 318.5 and 319.7. Between M.P. 320.6 and 321.1.	40 40 65	30 30 50
with dynamic brakes in operation Cima to Kelso Kelso to Sands Cima to Desert		35 40 40	Las Vegas Between M.P. 333.2 and 335.0.	20	20

SECOND SUBDIVISION
Between Los Angeles and Yermo

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum Speed.	79	60	Spadra Between M.P. 29.0 and 29.5. See Note.	70	55
Los Angeles Union Passenger Terminal Between Los Angeles River Bridge and West M.P. 0.3. Between West M.P. 0.3 and 0.1.	15 25	15 20	Pomona Between M.P. 31.5 and 32.6.	40	35
Ninth Street Jct. Between M.P. 1.7 and 2.4.	25	20	Ontario S.P. Crossing M.P. 38.1.	40	35
Pico-Rivera Between M.P. 10.2 and 10.4. See Note.	60	45	Pedley Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	70 65	55 50
Whittier Jct. Between M.P. 10.9 and 11.3.	70	55	Streeter Between M.P. 53.0 and 54.75. See Note. Between M.P. 54.75 and 55.25. Between M.P. 55.25 and 57.3.	45 30 45	40 30 30
Bartolo Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	70 70	55 55	Riverside Between M.P. 57.3 and 58.1.	20	20
City of Industry Between M.P. 23.6 and 23.8.	70	55	Daggett Between M.P. 158.8 and 159.0.	30	30
Walnut Between M.P. 25.1 and 25.3. See Note.	70	55	Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20

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. 24.6	M.P. 230.5	M.P. 309.8	M.P. 10.2	M.P. 54.75	M.P. 191.3
M.P. 25.3	M.P. 308.8		M.P. 29.0	M.P. 187.5	M.P. 314.6

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Blue Diamond Spur Arden to M.P. 8. M.P. 8 to end of track.		20 12	Vernon, city limits. Henry Ford Ave. drawbridge.	12 15	12 15
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	20
Anaheim Branch Between M.P. 12.0 and 13.0.		15 10	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12 6
Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10 10	25 10 10	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 Jet.	12	12

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 Basin Gravel Pit New Dunn	330.1 196.9 188.5	20 P 124 21 P	East East Both	Anaheim Branch Northrop Aircraft California Juice Inc. Southern California Citrus	18.8 19.1 19.2	14 13 17	West West West
Second Subdivision Smith-Scott Cucamonga Grape Spur Champagne Wickes Corp. Ballou Machlin Spur Briggs Mfg. Co. Fallon Michael Flynn Mfg. Western Harness Racing Assn. Pioneer Mfg. Morris-Wolf Bixby Fiat Metal-New Moon Homes Carrier Corporation Pellissier Spur Shepherd Tractor Spur St. Helens Spur Kenosha Spur	50.9 45.8 43.5 41.0 40.5 27.0 21.8 21.7 21.4 21.0 20.4 20.1 19.5 19.4 14.0 12.2 11.1 9.26	6 P 240 47 20 P 43 40 P 5 29 P 10 P 18 P 26 P 12 P 15 34 P 18 P 15 P 17 17	East East Both West Both East West West East West East East West Both East East East East	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
Boulder City Branch Gulf Oil A. M. Lewis Magnesium Manganese Inc.	0.58 0.85 10.5 11.5	10 14 21 65	West West Both East	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
Rohr Aircraft Spur Hoffman Roof Co. Western Mirror & Glass Reliable Materials Co. Bowes-Pacific Riverside Beverage Rohr Aircraft	0.2 0.3 0.33 0.35 0.45 2.56	1 1 2 2 2 27	West West West West West East	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

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	338.5
Branches	90.8
Total	429.3