

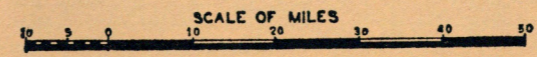
UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 35

Effective Sunday,
May 12, 1963
at 12:01 A. M. Pacific Time

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
CORRECTED TO MARCH 1, 1959



Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

**UNION PACIFIC RAILROAD EMPLOYEES 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. Meler	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** **H. E. SHUMWAY**
General Manager 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					
9	103	5	115	Distance from Ogden	Time-Table No. 35 May 12, 1963	Mile Post	116	10	104	6
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	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		154.4	LYNNDYL	784.0	7.10	8.05	6.00	
9.15	8.10	10.00		243.5	MILFORD	665.9	4.55	5.45	3.13	
		2.45		278.9	LUND	576.8	3.40	4.33	1.45	
		4.50		360.8	CALIENTE	541.4			1.00	
3.20	1.16			486.1	MT LAS VEGAS MT	459.5	1.12	2.24	11.00	
6.05	3.55	8.00		657.1	YERMO	384.2	A 2.45	10.30	11.50	8.10
5.25	3.05	7.25	3.30	670.5	PT	163.2	11.48	6.00	7.45	3.00
8.30	6.05	11.25	6.25	751.3	BARSTOW	150.1	11.30	5.40	7.26	2.30
8.53	6.23	11.55	6.43	754.8	SAN BERNARDINO	67.3	9.40	3.30	5.30	12.25
11.00	8.25	2.10	8.33	761.8	COLTON	64.5	9.27	3.17	5.17	12.05
11.09	8.34	2.20	8.42	781.5	RIVERSIDE	57.5	9.15	3.05	5.05	11.50
11.30	8.48	2.45	8.52	787.3	ONTARIO	37.8				11.20
		3.30		813.6	POMONA	32.0	8.45	2.35	4.35	11.07
12.10	9.20	3.48	9.22	821.0	EAST LOS ANGELES	5.7	8.20	2.05	4.05	10.35
12.40	9.55	4.30	9.55		PT LOS ANGELES PT	0.0	8.00	1.45	3.45	10.15
A 1.00	A 10.15	A 5.00	A 10.15		821.0		Daily	Daily	Daily	Daily
(18.00) 45.6	(16.00) 51.3	(21.30) 38.2	(6.45) 49.5	Thru Time.....	(6.45) 49.5	(17.45) 46.2	(16.20) 50.2	(20.05) 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	DPYZ	FIRST CLASS				Distance from Salt Lake City	Time-Table No. 35 May 12, 1963	STATIONS
		5	115	9	103			
		Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily			
		7.25PM	3.30PM	5.25AM	3.05AM	449.8	DN-R LAS VEGAS YL VG	
114	P					454.7	4.9 BRACKEN	
67	PY					457.0	2.3 BOULDER JCT.	
104	P	7.40				461.5	4.5 D ARDEN A	
103	P	7.50				469.0	7.5 D SLOAN SX	
112	P					474.7	5.7 ERIE	
113	P	8.05				482.9	8.2 JEAN	
114	P					487.7	4.8 BORAX	
62	P					492.3	4.6 ROACH	
120	P					496.8	4.5 CALADA	
114	P	8.30				501.5	4.7 DESERT	
113	P	8.38				506.5	5.0 NIPTON	
113	P					511.9	5.4 MOORE	
113	P	8.53				516.5	4.6 IVANPAH	
113	P					521.1	4.6 BRANT	
102	P					526.0	4.9 JOSHUA	
105 } 99 }	PY	9.10				529.8	3.8 CIMA	
113	P					533.8	4.0 CHASE	
113	P					536.9	3.1 ELORA	
113	P					540.6	3.7 DAWES	
114	P					544.9	4.3 HAYDEN	
195	PY	9.50		7.15		548.5	3.6 D KELSO FO	
110	P					553.4	4.9 FLYNN	
113	P					558.1	4.7 KERENS	
77	P					562.1	4.0 GLASGOW	
102	P	10.10				566.4	4.3 SANDS	
113	P					572.1	5.7 BALOH	
113	P					579.7	7.6 CRUCERO	
123	P					587.1	7.4 BASIN	
72	P	10.38				592.5	5.4 AFTON	
121	P					596.7	4.2 DUNN	
113	P					601.6	4.9 FIELD	
113	P					606.2	4.6 MANIX	
113	P	10.58				610.7	4.5 HARVARD	
111	P					615.7	5.0 TOOMEY	
DPY		A 11.15PM	A 6.25PM	A 8.30AM	A 6.05AM	620.8	5.1 DN-R YERMO YL BN	

(3.50) (2.55) (3.05) (3.00) Thru Time
44.6 58.7 55.5 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	DPYZ	FIRST CLASS				Mile-Post	Time-Table No. 35 May 12, 1963	STATIONS
		6	116	10	104			
		Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily			
		A 6.50AM	A 2.45PM	A 9.15PM	A 10.40PM	334.2	DN-R LAS VEGAS YL VG	
114	P					329.3	4.9 BRACKEN	
67	PY					327.0	2.3 BOULDER JCT.	
104	P	6.26				322.5	4.5 D ARDEN A	
103	P	6.13				315.0	7.5 D SLOAN SX	
112	P					309.3	5.7 ERIE	
113	P	5.50				301.1	8.2 JEAN	
114	P					296.3	4.8 BORAX	
62	P					291.7	4.6 ROACH	
120	P					287.2	4.5 CALADA	
114	P	5.25				282.5	4.7 DESERT	
113	P	5.20				277.5	5.0 NIPTON	
113	P					272.1	5.4 MOORE	
113	P	5.09				267.5	4.6 IVANPAH	
113	P					262.9	4.6 BRANT	
102	P					258.0	4.9 JOSHUA	
105 } 99 }	PY	4.55				254.2	3.8 CIMA	
113	P					250.2	4.0 CHASE	
113	P					247.1	3.1 ELORA	
113	P					243.4	3.7 DAWES	
114	P					239.1	4.3 HAYDEN	
195	PY	4.20		7.03		235.5	3.6 D KELSO FO	
110	P					230.6	4.9 FLYNN	
113	P					225.9	4.7 KERENS	
77	P					221.9	4.0 GLASGOW	
102	P	3.52				217.6	4.3 SANDS	
113	P					211.9	5.7 BALOH	
113	P					204.3	7.6 CRUCERO	
123	P					196.9	7.4 BASIN	
72	P	3.25				191.5	5.4 AFTON	
121	P					187.3	4.2 DUNN	
113	P					182.4	4.9 FIELD	
113	P					177.8	4.6 MANIX	
113	P	3.09				173.3	4.5 HARVARD	
111	P					168.3	5.0 TOOMEY	
DPY		3.00AM	11.48AM	6.00PM	7.45PM	163.2	5.1 DN-R YERMO YL BN	

Thru Time (3.50) (2.57) (3.15) (2.55)
Average speed per hour 44.6 57.9 52.6 58.7

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	DPY	FIRST CLASS				Distance from Salt Lake City	Time-Table No. 35	
		5	115	9	103		May 12, 1963	
		Passenger	Passenger	Passenger	Passenger		STATIONS	
		Daily	Daily	Daily	Daily		DN-R YERMO YL BN	
		11.25PM	6.25PM	8.30AM	6.05AM	620.8	4.6	
		11.33PM	6.33PM	8.38AM	6.13AM	625.4	DAGGETT	
		11.55 PM	6.43	8.53	6.23	634.2	8.8	
		2.10 AM	8.33	11.00	8.25	715.0	BARSTOW BA	
		2.20	8.42	11.09	8.34	718.5	80.8	
		2.30AM	8.50PM	11.18AM	8.43AM	724.8	SAN BERNARDINO B	
		2.45	8.52	11.30AM	8.48	725.5	3.5	
						729.2	COLTON	
						730.0	6.3	
						734.7	S. P. and A. T. & S. F. Crossings	
		3.02				737.4	RIVERSIDE JCT. YL	
		3.30				744.9	0.7	
						745.2	DN RIVERSIDE YL VN	
						747.5	3.7	
						750.0	STREETER	
						751.0	0.8	
		3.48	9.22	12.10PM	9.20	754.1	ARLINGTON	
						758.6	4.7	
						765.2	PEDLEY	
						766.0	2.7	
						771.7	MIRA LOMA V	
						772.1	7.5	
						772.7	S. P. CROSSING	
						774.5	0.3	
						777.3	ONTARIO YL RA	
						777.4	2.3	
						780.2	MONTOLAIR	
						781.3	2.5	
						783.0	S. P. CROSSING	
						783.9	1.0	
						784.0	POMONA YL PO	
						784.7	3.1	
							SPADRA	
							4.5	
							WALNUT	
							6.6	
							PUEENTE JCT.	
							0.8	
							D CITY OF INDUSTRY BG	
							5.7	
							BARTOLO	
							0.4	
							WHITTIER JCT.	
							0.6	
							D PICO-RIVERA K	
							1.8	
							MONTEBELLO	
							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	

(5.35) (3.50) (4.30) (4.10) Thru Time
29.4 42.6 36.4 39.3 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	DPY	Mile-Post	FIRST CLASS				Distance from Salt Lake City	Time-Table No. 35	
			116	10	104	6		May 12, 1963	
			Passenger	Passenger	Passenger	Passenger		STATIONS	
							DN-R YERMO YL BN		
		163.2	A 11.48AM	A 6.00PM	A 7.45PM	A 2.55AM	4.6		
		158.6	11.40AM	5.50PM	7.36PM	2.45AM	DAGGETT		
		150.1	11.30	5.40	7.26	2.30	8.8		
		150.1	11.30	5.40	7.26	2.30	BARSTOW BA		
		150.1	11.30	5.40	7.26	2.30	82.8		
		67.3	9.40	3.30	5.30	12.25	SAN BERNARDINO B		
		64.5	9.27	3.17	5.17	12.05 AM	2.8		
		64.5	9.27	3.17	5.17	12.05 AM	6.3		
		58.2	9.17AM	3.07PM	5.07PM	11.53PM	S. P. and A. T. & S. F. Crossings		
		58.2	9.17AM	3.07PM	5.07PM	11.53PM	RIVERSIDE JCT. YL		
		57.5	9.15	3.05	5.05	11.50	0.7		
		57.5	9.15	3.05	5.05	11.50	DN RIVERSIDE YL VN		
		53.8					3.7		
		53.8					STREETER		
		53.0					0.8		
		53.0					ARLINGTON		
		48.3					4.7		
		48.3					PEDLEY		
		45.6					2.7		
		45.6					MIRA LOMA V		
		38.1					7.5		
		38.1					S. P. CROSSING		
		37.8					0.3		
		37.8					ONTARIO YL RA		
		35.5					2.3		
		35.5					MONTOLAIR		
		33.0					2.5		
		33.0					S. P. CROSSING		
		32.0					1.0		
		32.0					POMONA YL PO		
		28.9	8.45	2.35	4.35	11.07	3.1		
		28.9	8.45	2.35	4.35	11.07	SPADRA		
		24.4					4.5		
		24.4					WALNUT		
		17.8					6.6		
		17.8					PUEENTE JCT.		
		17.0					0.8		
		17.0					D CITY OF INDUSTRY BG		
		11.3					5.7		
		11.3					BARTOLO		
		10.9					0.4		
		10.9					WHITTIER JCT.		
		10.3					0.6		
		10.3					D PICO-RIVERA K		
		8.5					1.8		
		8.5					MONTEBELLO		
		5.7					2.8		
		5.7					DN EAST LOS ANGELES YL Z		
		5.6					0.1		
		5.6					R EAST YARD YL		
		2.8					2.8		
		2.8					DOWNEY ROAD YL		
		1.7					1.1		
		1.7					NINTH ST. JCT. YL		
		0.0					1.7		
		0.0					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) (4.00) (4.40)
Average speed per hour 43.4 38.9 41.3 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. 35 May 12, 1963		Mile-Post
		STATIONS		
P	0.0	WHITTIER JCT. YL	0.0	
	0.1	S. P. CROSSING YL	0.1	
18	2.3	D WHITTIER YL	2.3	
	5.1	COLIMA JCT. YL	5.1	
	9.7	LA HABRA YL	9.7	
	10.5	FULLERTON JCT. YL	10.5	
I	15.5	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. 35 May 12, 1963		Mile-Post
		STATIONS		
YF	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. 35 May 12, 1963		Mile-Post
		STATIONS		
DPTZ		R EAST YARD YL		
IP	3.1	DN HOBART YL	3.1	
I	3.6	A. T. and S. F. Crossing		
AI	5.1	L. A. JCT. RY. CROSSING YL	3.6	
69	5.3	P. E. CROSSING YL	5.1	
AI	7.4	BELL YL	5.3	
13	9.4	S. P. CROSSING YL	7.4	
AI	11.2	WORKMAN	9.4	
123	12.5	D P. E. CROSSING	11.2	
73	14.3	D PARAMOUNT YL	12.5	
75	14.3	RIOCO YL	14.3	
	14.6	DOUGLAS JCT. YL	14.6	
	17.4	P. E. CROSSING	17.4	
96	19.1	MANUEL	19.1	
I	21.7	S. P. CROSSING	21.7	
P	22.3	MEAD TFR. YL	22.3	
I	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
PY	24.2	TERMINAL ISLAND YL	24.2	
P	25.9	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.

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.		40
When using other cross-overs or turn-outs.	15	15	Derricks with 4-wheel trucks.		35
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	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.)		20
Within yard limits protected by continuous block signals.	60	35	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Within yard limits not protected by continuous block signals. On main line.	50	25	On branch lines.		20
On branch lines.	30	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight and road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
1870 class locomotives: On First and Second Subdivisions.		50	Trains handling Diesel units dead in train: Yard-switch units of any type;		35
On branch lines.		20	Foreign line, government, export or commercial Diesel units other than yard-switch type;		45
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		45
1800 class.	50	50	Wye tracks.	6	6
When leading unit at front of train is gas turbine or car body type unit backing up;	30	30			
Multiple unit engine when operated from other than leading unit.	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		
Yermo			Between M.P. 230.9 and 231.2. See Note.	70	55
Between Wye Switches M.P. 162.8 and 163.1.	20	20	Cima to Kelso		
Field			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
Between M.P. 186.2 and 186.4.	70	55	Cima to Kelso		
Dunn			Passenger trains handled by Diesel locomotive with dynamic brake in operation; Diesel locomotive running light with dynamic brake in operation.	45	45
Between M.P. 186.8 and 187.0. See Note.	70	55			
Between M.P. 188.4 and 190.9. See Note.	55	40			
Afton					
Between M.P. 191.8 and 193.7. See Note.	45	30			
Between M.P. 193.8 and 196.2.	60	45			

FIRST SUBDIVISION (Cont'd)					
Between Yermo and Las Vegas (Cont'd)					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frft.		Psgr.	Frft.
Cima to Kelso Westward freight trains not required to use retrainers 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 335.2.	20	20

SECOND SUBDIVISION					
Between Los Angeles and Yermo					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frft.		Psgr.	Frft.
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. 314.6
M.P. 25.3	M.P. 308.8		M.P. 29.0	M.P. 187.5	

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frft.		Psgr.	Frft.
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.	30	30
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. Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		15 10 10 8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Lakewood Branch Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.		25 10 10	Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12
			Glendale Branch Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.	12	12

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
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 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 East 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 Both Both East West East East East	

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
				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