

G. A. CUNNINGHAM
General Manager

J. BOWEN
General Superintendent Transportation

R. D. SMITH, Superintendent..... Los Angeles, Cal.

R. L. RICHMOND,
Assistant SuperintendentLos Angeles, Cal.

A. W. KIRKEBY,
Terminal SuperintendentLos Angeles, Cal.

J. C. CLEARY,
Terminal SuperintendentLas Vegas, Nev.

W. J. ROCHE,
Assistant Terminal Superintendent...Los Angeles, Cal.

J. I. STROSNIDER, Trainmaster San Bernardino, Cal.

T. P. ROGERS, Trainmaster.....Las Vegas, Nev.

J. A. SCHELLHORN,
Master MechanicSalt Lake City, Utah

C. F. BAILEY, General Road Foreman
of EnginesSalt Lake City, Utah

W. E. RAYMOND,
Road Foreman of EnginesLos 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.

W. F. GRIFFIN, Superintendent of
Safety and CourtesyLos Angeles, Cal.

L. A. KIRKEBY, 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 EMPLOYEES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS:**

NAME	TITLE	PLACE
J. M. Farris	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
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
C. V. Wall	Surgeon	La Habra
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
S. Cryst	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
P. H. L. Sargent ...	Physician	Los Angeles
J. T. McDonald ...	Surgeon	Los Angeles
E. M. F. Weaver ...	Oculist & Aurist	Los Angeles-East Yard
J. J. Zane	Surgeon	Los Angeles-Compton
V. E. Hessel	Surgeon	Los Angeles-Central .
E. E. Wunderlich ...	Surgeon	Los Angeles-Palos Verdes
H. Golden	Surgeon	Lynwood
W. L. Stucky	Surgeon	Montebello
T. M. Hearn	Surgeon	North Hollywood ...
W. A. Sullivan	Surgeon	Ontario
Jack Segal	Surgeon	Pasadena
J. B. Terveer	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
I. P. Baguindoc	Surgeon	Wilmington
F. W. Foncannon ...	Surgeon	Wilmington

Standard clocks are located as shown below:

Las Vegas. .Freight Enginemen's Locker Room	East Yard.....Enginemen's Locker Rooms
Las Vegas..... Passenger Enginemen's Locker Room	East Yard..... Register Room
Las Vegas..... Conductor's Register Room	East Yard..... Dispatcher's Office
Las Vegas..... Telegraph Office	East Yard..... 4th St. Yard Office
Las Vegas..... Yard Office	East Los Angeles..... Telegraph Office
Las Vegas..... Dispatcher's Office	Los Angeles...Union Station Telegraph Office
Yermo..... Telegraph Office	Los Angeles.....
East Yard..... Switchmen's Locker Room	... Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD				EASTWARD							
FIRST CLASS				FIRST CLASS							
	103 Passenger	5 Passenger	115 Passenger	Distance from Ogden	Time-Table No. 37 July 17, 1966		Mile Post	116 Passenger	104 Passenger	6 Passenger	
	Daily	Daily	Daily		STATIONS						
	7.30	8.30		0.0	MT	OGDEN	MT		A 8.30	A 7.20	
	8.20	9.20		36.3	SALT LAKE CITY		36.3		7.35	6.30	
	8.45	10.00		784.0			784.0		7.10	6.00	
	10.40	12.15		154.4	LYNNDYL		665.9		4.35	3.13	
	12.10	2.00		243.5	MILFORD		576.8		3.20	1.45	
		2.45		278.9	LUND		541.4			1.00	
	2.40	4.50		360.8	CALIENTE		459.5		12.55	11.00	
	5.30	8.00		486.1	MT	LAS VEGAS	MT	A 2.45	10.20	8.10	
	4.50	7.25	3.30	657.1	PT		PT		9.00	6.50	
	7.55	11.25	6.25	670.5	YERMO		163.2		11.48	5.55	3.00
	8.20	11.55	6.43	751.3	BARSTOW		150.1		11.30	5.35	2.30
	10.30	2.10	8.33	754.8	SAN BERNARDINO		67.3		9.40	3.30	12.25
		2.20	8.42	761.8	COLTON		64.5		9.27		12.05
	11.00	2.45	8.52	781.5	RIVERSIDE		57.5		9.15	3.02	11.50
		3.23		787.3	ONTARIO		37.8				11.20
	11.35	3.50	9.22	813.6	POMONA		32.0		8.45	2.27	11.07
	12.10	4.30	9.55	821.0	EAST LOS ANGELES		5.7		8.20	1.55	10.35
	A 12.30	A 5.00	A 10.15		PT LOS ANGELES PT		0.0		8.00	1.30	10.15
					821.0			Daily	Daily	Daily	
	(18.00) 45.6	(21.30) 38.2	(6.45) 49.5		..... Thru Time.....			(6.45) 49.5	(18.00) 45.6	(20.05) 40.9	
					..... Average speed per hour.....						

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
115	Pomona	Las Vegas	

*Includes Non-Revenue Passengers.

WESTWARD		FIRST SUBDIVISION				Distance from Salt Lake City	Time-Table No. 37	
		FIRST CLASS			July 17, 1966			
		5	115	103				
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPTZ	Passenger	Passenger	Passenger				
		Daily	Daily	Daily				
		7.25PM	3.30PM	4.50AM	449.8	DN-R LAS VEGAS YL VG		
114	P				454.7	4.9 BRACKEN		
67	PT				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 }	PT	9.10			529.8	3.8 OIMA		
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	PT	9.50		6.40	548.5	3.6 KELSO		
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 BALCH		
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		
	DPT	A 11.15PM	A 6.25PM	A 7.55AM	620.8	5.1 DN-R YERMO YL BN		
						171.0		

CENTRALIZED TRAFFIC CONTROL

(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	
		FIRST CLASS			Mile-Post	Time-Table No. 37	
		6	116	104		July 17, 1966	
		Passenger	Passenger	Passenger			
Car capacity of sidings, etc. See Rule 6 (A), Page 8	DPTZ	Daily	Daily	Daily			
		Daily	Daily	Daily			
		A 6.50AM	A 2.45PM	A 9.00PM	324.2	DN-R LAS VEGAS YL VG	
114	P				329.3	4.9 BRACKEN	
67	PT				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				298.3	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 }	PT	4.55			254.2	3.8 OIMA	
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	PT	4.20		6.58	235.5	3.6 KELSO	
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 BALCH	
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	
	DPT	3.00AM	11.48AM	5.55PM	163.2	5.1 DN-R YERMO YL BN	
		Daily	Daily	Daily		171.0	

CENTRALIZED TRAFFIC CONTROL

.....	(3.50)	(2.57)	(3.05)	.....	Thru Time
.....	44.6	57.9	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.

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A). Page 8	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 37 July 17, 1966		
	5	115	103		STATIONS		
	Passenger	Passenger	Passenger				
	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		
	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		
P	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	3.02			737.4	2.7 D MIRA LOMA V		
PI				744.9	7.5 S. P. CROSSING		
P	3.23			745.2	0.3 D ONTARIO RA		
117 P				747.5	2.3 MONTOLAIR		
P				750.0	2.5 S. P. CROSSING		
P	3.50	9.22	11.35AM	751.0	1.0 DN POMONA 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	4.20			772.7	0.6 D PICO-RIVERA K		
58 P				774.5	1.8 MONTEBELLO		
	4.30	9.55	12.10PM	777.3	2.8 DN EAST LOS ANGELES YL Z		
DPTZ				777.4	0.1 R EAST YARD YL		
PK				780.2	2.8 DOWNEY ROAD YL		
PK				781.3	1.1 NINTH ST. JCT. YL		
PK				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	5.00AM	10.15PM	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. 37 July 17, 1966		
	116	104	6		STATIONS		
	Passenger	Passenger	Passenger				
DPT	11.48AM	5.55PM	2.55AM	163.2	DN-R YERMO YL BN		
P	11.40AM	5.45PM	2.45AM	158.6	4.6 DAGGETT		
	11.30	5.35	2.30	150.1	8.8 BARSTOW BA		
	9.40	3.30	12.25	67.3	82.8 SAN BERNARDINO B		
	9.27	3.15	12.05AM	64.5	2.8 COLTON		
IP	9.17AM	3.04PM	11.53PM	58.2	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL		
P	9.15	3.02	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			11.20	37.8	0.3 D ONTARIO RA		
117 P				35.5	2.3 MONTOLAIR		
P				33.0	2.5 S. P. CROSSING		
P	8.45	2.27	11.07	32.0	1.0 DN POMONA 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		
	8.20	1.55	10.35	5.7	2.8 DN EAST LOS ANGELES YL Z		
DPTZ				5.6	0.1 R EAST YARD YL		
PK				2.8	2.8 DOWNEY ROAD YL		
PK				1.7	1.1 NINTH ST. JCT. YL		
PK				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. 37 July 17, 1966		Mile-Post
		STATIONS		
	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

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

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Boulder Jct.	Time-Table No. 37 July 17, 1966		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

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. 37 July 17, 1966		Mile-Post
		STATIONS		
		R	EAST YARD YL	
	3.1	DN	HOBART YL A. T. and S. F. Crossing	3.1
	3.6		L. A. JCT. BY CROSSING YL	3.6
	5.1		S. P. CROSSING YL	5.1
69	5.3		BELL YL	5.3
	7.4		S. P. CROSSING YL	7.4
13	9.4		WORKMAN	9.4
	11.2		S. P. CROSSING	11.2
123	12.5	D	PARAMOUNT YL	12.5
73 75	14.3		RIOCO YL	14.3
	14.6		DOUGLAS JCT. YL	14.6
	17.4		S. P. CROSSING	17.4
	19.1		MANUEL	19.1
I	21.7		S. P. CROSSING	21.7
F	22.3		MEAD TFR. YL	22.3
I	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
PT	24.2		TERMINAL ISLAND YL	24.2
F	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 "Fr."—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.	Fr.		Psgr.	Fr.
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 70 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 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, or Baldwin 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.	Fr.		Psgr.	Fr.
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.	40	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
Duan 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.	Fr.		Psgr.	Fr.
Cima to Kelso Westward freight trains not required to use re- tainers per Special Rule 1042(S).		25	Erie	70	55
			Between M.P. 309.3 and 309.8. See Note. Between M.P. 311.7 and 312.5.	45	30
1870 series Diesel locomotive operating light without dynamic brakes Cima to Kelso		20	Sloan	40	30
			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	30
with dynamic brakes in operation Cima to Kelso Kelso to Sands Cima to Desert		35 40 40	Las Vegas	20	20
			Between M.P. 333.2 and 335.2.		

SECOND SUBDIVISION					
Between Los Angeles and Yermo					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Maximum Speed.	79	60	Spadra	65	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	Between M.P. 29.0 and 29.5. See Note.		
			Pomona	40	40
Ninth Street Jct. Between M.P. 1.7 and 2.4.	25	20	Between M.P. 31.4 and 32.4.		
			Ontario	40	40
Vail Ave. - Vineyard Ave. Between M.P. 7.7 and 40.01.	65	60	Between M.P. 37.3 and M.P. 38.3.		
			Pedley	70	55
Pico-Rivera Between M.P. 10.2 and 10.4. See Note.	60	45	Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	65	50
			Streeter	45	40
Whittier Jct. Between M.P. 10.9 and 11.3.	65	55	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.	30	30
			Riverside	20	20
Bartolo Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	65 65	55 55	Between M.P. 57.3 and 58.1.		
			Daggett	30	30
City of Industry Between M.P. 23.6 and 23.8.	65	55	Between M.P. 158.8 and 159.0.		
			Yermo	20	20
Walnut Between M.P. 25.1 and 25.3. See Note.	65	55	Between Wye Switches M.P. 162.8 and 163.1.		

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. 37.3	M.P. 187.5
M.P. 25.3	M.P. 308.8		M.P. 29.0	M.P. 54.75	M.P. 314.6

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch	30	30	San Pedro Branch	30	30
Between M.P. 17.8 and 19.0.		20	Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
Blue Diamond Spur		20	Vernon, city limits.	12	12
Arden to M.P. 8.		12	Henry Ford Ave. drawbridge.	15	15
M.P. 8 to end of track.			Between the two home signals governing move- ment over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Crestmore Branch		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
Between Pedley and Crestmore.			Pasadena Branch	12	12
Anaheim Branch		15	Between Avenue 33 and Pasadena Junction.		6
Between M.P. 12.0 and 13.0.		10	Glendale Branch	12	12
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	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.		
Lakewood Branch	25	25			
Del Amo Boulevard M.P. 15.2.	10	10			
Wardlow Road M.P. 17.1.	10	10			

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				Anaheim Branch			
Cinderlite Spur	330.1	20 P	East	Northrop Aircraft	18.8	14	West
Arden Cleaning Tracks	321.73	300 P	Both	California Juice Inc.	19.1	13	West
Basin Gravel Pit	196.9	124	East	Southern California Citrus	19.2	17	West
New Dunn	188.5	21 P	Both	Glendale Branch			
Second Subdivision				Taylor Milling Co.	4.2	15	West
Smith-Scott	50.9	6 P	East	Pacific Fence	5.3	4	East
Cucamonga Grape Spur	45.8	240	East	Delay Drive	5.5	12	West
Champagne	43.5	47	Both	Glendale	5.6	7	East
Wickes Corp.	41.0	20 P	West	Pottery Spur	5.7	2	West
Ballou	40.5	43	Both	Westcraft, Inc.	5.8	8	West
Machlin Spur	27.0	40 P	East	Modglin Co., Inc.	5.8	6	West
Briggs Mfg. Co.	21.8	5	West	Aluminum Extrusion Co.	5.9	2	West
Fallon	21.7	29 P	West	Sawyer Cabinet Co.	6.1	2	East
Michael Flynn Mfg.	21.4	10 P	East	Forest Lawn	6.2	3	Both
Western Harness Racing Assn.	21.0	18 P	West	Pasadena Branch			
Pioneer Mfg.	20.4	26 P	East	Baker Spur	5.3	5	East
Morris-Wolf	20.1	12 P	East	Team Track	5.4	1	West
Bixby Fiat Metal-New Moon Homes	19.5	15	West	Municipal Light Plant	8.2	8	East
Carrier Corporation	19.4	34 P	Both	Municipal Light Plant	8.3	7	Both
Pellissier Spur	14.0	18 P	East	Lennox Furnace Co.	8.5	2	East
Shepherd Tractor Spur	12.2	15 P	East	Crown Fence & Supply Co.	8.6	2	West
St. Helens Spur	11.1	17	West	Holly Mfg Co.	8.6	3	East
Kenosha Spur	9.26	17	East	A. C. Vroman Inc.	9.3	3	East
Boulder City Branch				Pasadena	9.8	20	Both
Gulf Oil	0.58	10	West	City of Pasadena	11.31	3	West
A. M. Lewis	0.85	14	West	San Pedro Branch			
Overmeyer	2.96	11	West	Rancho Los Amigos	10.0	3	East
Magnesium	10.5	21	Both	Dayton Foundry Co.	10.2	6	West
Manganese Inc.	11.5	65	East	Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Rohr Aircraft Spur				Macco Corporation	11.5	17	West
Hoffman Roof Co.	0.2	1	West	Exeter Refining Co.	14.1	20	East
Western Mirror & Glass	0.3	1	West	Lakewood Branch			
Reliable Materials Co.	0.33	2	West	Lakewood	16.2	13 P	Both
Bowes-Pacific	0.35	2	West	Douglas Aircraft Spur & Wye	16.5		Both
Riverside Beverage	0.45	2	West	Montana Ranch Spur	16.9	6	East
Rohr Aircraft	2.56	27	East	Richfield Oil Spur	17.1	30	West
Crestmore Branch				City of Long Beach Water Dept.	17.1	8	East
Ormand	3.9	14	Both	Hancock Refinery Spur	17.2	27	East
Ormand Quarry	3.9	83	West	Cherry Ave. Team Track	17.2	18	East
Crestmore	6.9	Yard	Both				

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Second Subdivision			
Bracken	329.3	12	Both	Pedley	48.3	94	Both
Sloan	315.2	16	Both	Mira Loma	45.0	86	Both
Erie	309.1	12	Both	Spadra	29.5	10	Both
Jean	300.8	10	East	Walnut	24.4	10	Both
Borax	296.9	14	Both	City of Industry	17.0	31	Both
Roach	291.5	11	Both	Pico	10.3	27	Both
Calada	287.1	14	Both	Montebello	8.5	31	Both
Desert	282.2	11	Both				
Nipton	277.7	12	Both				
Moore	271.9	8	Both				
Ivanpah	267.2	12	Both				
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	21	Both				
Chase	250.3	11	Both				
Elora	246.8	9	Both				
Dawes	243.4	17	Both				
Hayden	238.9	10	Both				
Flynn	230.8	16	Both				

MILEAGE	
Main Line	338.5
Branches	90.8
Total	429.3