

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 39

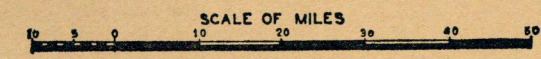
Effective Sunday,
October 27, 1968

at 12:01 A. M. Pacific Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1959



G. A. CUNNINGHAM

General Manager

J. BOWEN

General Superintendent Transportation

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

L. B. MASKILL, Assistant Superintendent Los Angeles, Cal.

A. W. KIRKEBY, Terminal Superintendent Los Angeles, Cal.

J. C. CLEARY, Terminal Superintendent Las Vegas, Nev.

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

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

M. L. SAMUELSON, Trainmaster Las Vegas, Nev.

M. G. MARLER, Master Mechanic Salt Lake City, Utah

C. F. BAILEY, General Road Foreman of Engines 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.

W. F. GRIFFIN, Superintendent of Safety and Courtesy Los Angeles, Cal.

D. E. ROMER, Assistant Superintendent of Safety and Courtesy Salt Lake City, Utah

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher..... Salt Lake City, Utah

R. L. MAUGHAN, Asst. Chief Train Dispatcher.... Salt Lake City, Utah

G. J. WILDE, Asst. Chief Train Dispatcher.... Salt Lake City, Utah

J. T. HOLYOAK, Asst. Chief Train Dispatcher.... Salt Lake City, Utah

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
J. M. Farris	District Surgeon ...	Los Angeles
G. K. Smith	Asst. Dist. Surgeon ..	Los Angeles
H. L. Finsten	Surgeon	Alhambra
D. P. Nebeker	Surgeon	Arcadia
C. J. Taylor	Surgeon	Barstow
C. S. Muller	Surgeon	Bell
A. L. Kobal	Surgeon	Covina
W. W. Meler	Surgeon	East Los Angeles ...
C. R. Brown	Surgeon	El Monte
J. G. Slayback	Physician	Eagle Rock
E. M. Pettis	Surgeon	Fullerton
E. D. Acker	Surgeon	Glendale
M. Beugelmans	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. F. Miller	Surgeon	Las Vegas
S. B. Ginsberg	Surgeon	Long Beach
T. E. McCloy	Physician	Long Beach
S. Cryst	Surgeon	Los Angeles
H. M. Mason	Physician	Los Angeles
P. H. L. Sargent ...	Physician	Los Angeles
B. S. Shima	Physician	Los Angeles
J. T. McDonald	Surgeon	Los Angeles
	Surgeon	Los Angeles-East Yard
	Oculist & Aurist ...	Los Angeles
E. M. F. Weaver ...		Los Angeles-Compton
J. J. Zane	Surgeon	Los Angeles-Central ..
V. E. Hessel	Surgeon	Los Angeles-Palos Verdes
E. E. Wunderlich ...	Surgeon	Montebello
W. L. Stucky	Surgeon	North Hollywood
T. M. Hearn	Surgeon	Ontario
W. A. Sullivan	Surgeon	Pasadena
Jack Segal	Surgeon	Pomona
J. B. Terveer	Surgeon	Riverside
J. T. Lanier	Surgeon	San Bernardino
C. M. Hadley	Oculist & Aurist ...	San Bernardino
S. B. Hughes	Surgeon	Santa Monica
	Surgeon	Victorville
H. D. Orr	Surgeon	Whittier
	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 Los Angeles.....Telegraph Office
Las Vegas.....Yard Office	Los Angeles...Union Station Telegraph Office
Las Vegas.....Dispatcher's Office	Los Angeles.....Union Station Enginemen's Locker Room
Yermo.....Telegraph Office	
East Yard.....Switchmen's Locker Room	

CONDENSED TIME-TABLE

WESTWARD					EASTWARD					
FIRST CLASS					FIRST CLASS					
		103	5	Distance from Ogden	Time-Table No. 39 October 27, 1968	Mile Post	104	6		
		Passenger	Passenger				Passenger	Passenger		
		Daily	Daily							
		8.00	7.05	0.0	MT OGDEN MT	0.0	A 8.55	A 5.30		
		8.50	7.55	36.3		36.3	8.00	4.40		
		9.15	8.00	784.0	SALT LAKE CITY	784.0	7.35	4.30		
		11.10	10.15	154.4	LYNN DYL	665.9	5.00	1.40		
		12.40	11.40	248.5	MILFORD	576.8	3.50	12.20		
			12.01					12.01		
				278.9	LUND	541.4		11.15		
			2.25	360.8	CALIENTE	459.5		9.30		
		5.40	5.00	486.1	MT LAS VEGAS MT	334.2	11.05	6.45		
		4.55	4.30		PT		9.50	5.00		
		7.55	7.30	657.1	YERMO	163.2	6.50	12.50		
		8.20	7.50	670.5	BARSTOW	150.1	6.30	12.30		
		10.30	9.40	751.3	SAN BERNARDINO	67.3	4.25	10.40		
		11.00	10.05	761.8	RIVERSIDE	57.5	3.57	10.20		
		11.35	10.35	787.3	POMONA	32.0	3.22	9.50		
		12.10	11.05	813.6	EAST LOS ANGELES	5.7	2.50	9.20		
		A12.30	A11.45	821.0	PT LOS ANGELES PT	0.0	2.30	9.00		
							Daily	Daily		
		(17.30)	(17.40)		Thru Time.....		(17.25)	(19.30)		
		46.9	46.5		Average speed per hour.....		47.1	42.1		

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

*Includes Non-Revenue Passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 8 (A), Page 8	STATIONS	FIRST CLASS		Distance from Salt Lake City
		5	103	
		Passenger	Passenger	
		Daily	Daily	
DPYZ		4.30PM	4.55AM	449.8
102 P				454.7
59 PY				457.0
93 P				461.5
90 P				469.0
100 P				474.7
101 P				482.9
102 P				487.7
58 P				492.3
108 P				496.8
102 P				501.5
102 P				506.5
101 P				511.9
101 P				516.5
102 P				521.1
92 P				526.0
96 } 89 } PY				529.8
100 P				533.8
102 P				536.9
102 P				540.6
102 P				544.9
175 PY				548.5
98 P				553.4
102 P				558.1
71 P				562.1
92 P				566.4
101 P				572.1
102 P				579.7
109 P				587.1
61 P				592.5
108 P				596.7
102 P				601.6
102 P				606.2
102 P				610.7
100 P				615.7
DPY		A 7.30PM	A 7.55AM	620.8

Time-Table No. 39
October 27, 1968

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
KELSO	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

(3.00) (3.00) Thru Time
57.0 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 8 (A), Page 8	STATIONS	Mile-Post	FIRST CLASS	
			6	104
			Passenger	Passenger
			Daily	Daily
DPYZ		334.2	A 5.00AM	A 9.50PM
102 P		329.3		
59 PY		327.0		
93 P		322.5		
90 P		315.0		
100 P		309.3		
101 P		301.1		
102 P		296.3		
58 P		291.7		
108 P		287.2		
102 P		282.5		
102 P		277.5		
101 P		272.1		
101 P		267.5		
102 P		262.9		
92 P		258.0		
96 } 89 } PY		254.2		
100 P		250.2		
102 P		247.1		
102 P		243.4		
102 P		239.1		
175 PY		235.5		
98 P		230.6		
102 P		225.9		
71 P		221.9		
92 P		217.6		
101 P		211.9		
102 P		204.3		
109 P		196.9		
61 P		191.5		
108 P		187.3		
102 P		182.4		
102 P		177.8		
102 P		173.3		
100 P		168.3		
DPY		163.2	12.50AM	6.50PM

Time-Table No. 39
October 27, 1968

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
KELSO	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 (4.10) (3.00)
Average speed per hour 44.4 57.0

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 8 (A), Page 8					FIRST CLASS		Distance from Salt Lake City	Time-Table No. 39	
					5	103		October 27, 1968	
					Passenger	Passenger		STATIONS	
					Daily	Daily			
DPY					7.30PM	7.55AM	620.8	C.T.C. { DN-R YERMO YL BN	
IP					7.38PM	8.03AM	625.4	4.6 DAGGETT	
					s 7.50	s 8.20	634.2	8.8 BARSTOW BA	
					s 9.40	s 10.30	715.0	80.8 SAN BERNARDINO B	
					9.48	10.39	718.5	3.5 COLTON	
IP					10.00PM	10.48AM	724.8	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P					s 10.05	s 11.00	725.5	0.7 DN RIVERSIDE YL VN	
108 P							729.2	3.7 STREETER	
96 P							730.0	0.8 ARLINGTON	
105 YP							734.7	4.7 PEDLEY	
105 P							737.4	2.7 D MIRA LOMA V	
PI							744.9	7.5 S. P. CROSSING	
P							745.2	0.3 D ONTARIO RA	
105 P							747.5	2.3 MONTCLAIR	
P							750.0	2.5 S. P. CROSSING	
P					s 10.35	s 11.35AM	751.0	1.0 DN POMONA PO	
102 P							754.1	3.1 SPADRA	
106 P							758.6	4.5 WALNUT	
							765.2	6.6 PUENTE JCT.	
105 P							766.0	0.8 D CITY OF INDUSTRY BG	
							771.7	5.7 BARTOLO	
P							772.1	0.4 WHITTIER JCT.	
103 P							772.7	0.6 D PICO-RIVERA K	
54 P							774.5	1.8 MONTEBELLO	
					s 11.05	s 12.10PM	777.3	2.8 DN EAST LOS ANGELES YL Z	
DPYZ							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 11.45PM	A 12.30PM	784.7	0.7 DN-R LOS ANGELES UD (Union Station)	
							163.9		

(4.15) (4.35) Thru Time
38.2 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 8 (A), Page 8					FIRST CLASS		Distance from Salt Lake City	Time-Table No. 39	
					104	6		October 27, 1968	
					Passenger	Passenger		STATIONS	
					Daily	Daily			
DPY					A 6.50PM	A 12.50AM	163.2	C.T.C. { DN-R YERMO YL BN	
P					6.40PM	12.40AM	168.6	4.6 DAGGETT	
					s 6.30	s 12.30 AM	150.1	8.8 BARSTOW BA	
					s 4.25	s 10.40	67.8	82.8 SAN BERNARDINO B	
					4.09	10.30	64.5	2.3 COLTON	
IP					3.50PM	10.22PM	58.2	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P					s 3.57	s 10.20	57.5	0.7 DN RIVERSIDE YL VN	
108 P							53.8	3.7 STREETER	
96 P							53.0	0.8 ARLINGTON	
105 YP							48.3	4.7 PEDLEY	
105 P							45.6	2.7 D MIRA LOMA V	
PI							38.1	7.5 S. P. CROSSING	
P							37.8	0.3 D ONTARIO RA	
105 P							35.5	2.3 MONTCLAIR	
P							33.0	2.5 S. P. CROSSING	
P					s 3.22	s 9.50	32.0	1.0 DN POMONA PO	
102 P							28.9	3.1 SPADRA	
106 P							24.4	4.5 WALNUT	
							17.8	6.6 PUENTE JCT.	
105 P							17.0	0.8 D CITY OF INDUSTRY BG	
							11.3	5.7 BARTOLO	
P							10.9	0.4 WHITTIER JCT.	
103 P							10.3	0.6 D PICO-RIVERA K	
54 P							8.5	1.8 MONTEBELLO	
					s 2.50	s 9.20	5.7	2.8 DN EAST LOS ANGELES YL Z	
DPYZ							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					2.30PM	9.00PM		0.7 DN-R LOS ANGELES UD (Union Station)	
					Daily	Daily	165.2		

Thru Time (4.20) (3.50)
Average speed per hour..... 38.1 43.1

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. 39 October 27, 1968		Mile-Post
		STATIONS		
	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	
1	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 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. 39 October 27, 1968		Mile-Post
		STATIONS		
	0.0	BOULDER JCT. YL	0.0	
	9.8	9.8 D HENDERSON YLRB	9.8	
59	22.4	D BOULDER CITY YL	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. 39 October 27, 1968		Mile-Post
		STATIONS		
		EAST YARD YL		
	3.1	DN HOBART A. T. and S. F. Crossing	3.1	
	3.6	0.5 L. A. JCT. RY. CROSSING YL	3.6	
	5.1	1.5 S. P. CROSSING YL	5.1	
	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 S. P. CROSSING	11.2	
	12.5	D PARAMOUNT YL	12.5	
	14.3	1.8 RIOCO YL	14.3	
	14.6	0.3 DOUGLAS JCT. YL	14.6	
	17.4	2.8 S. P. CROSSING	17.4	
	19.1	1.7 MANUEL	19.1	
	21.7	2.6 S. P. CROSSING	21.7	
	22.3	0.6 MEAD TFR. YL	22.3	
	23.2	0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2	
	24.2	1.0 TERMINAL ISLAND YL	24.2	
	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 "Frt."—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.	Frt.		Psgr.	Frt.
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.	Frt.		Psgr.	Frt.
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 Westward freight trains, without 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
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.	Frnt.		Psgr.	Frnt.
Cima to Kelso Westward freight trains not required to use re-tainers per Special Rule 1042(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.	Frnt.		Psgr.	Frnt.
Maximum Speed.	79	60	Spadra Between M.P. 29.0 and 29.5. See Note.	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	Pomona Between M.P. 31.4 and 32.4.	40	40
Ninth Street Jct. Between M.P. 1.5 and 2.4	20	20	Ontario Between M.P. 37.3 and M.P. 38.3.	40	40
Vail Ave. - Vineyard Ave. Between M.P. 7.7 and 40.01.	65	60	Pedley Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	70 65	55 50
Pico-Rivera Between M.P. 10.2 and 10.4. See Note.	60	45	Streeter Between M.P. 53.0 and 54.75. Between M.P. 54.75 and 55.25. Between M.P. 55.25 and 57.3.	45 30 45	40 30 30
Whittier Jct. Between M.P. 10.9 and 11.3.	65	55	Riverside Between M.P. 57.3 and 58.1.	20	20
Bartolo Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	65 65	55 55	Daggett Between M.P. 158.8 and 159.0.	30	30
City of Industry Between M.P. 23.6 and 23.8.	65	55	Yermo Between Wye Switches M.P. 162.8 and 163.1.	20	20
Walnut Between M.P. 25.1 and 25.3. See Note.	65	55			

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. 10.2	M.P. 37.3
M.P. 25.3	M.P. 308.8	M.P. 29.0	M.P. 187.5
M.P. 309.8		M.P. 314.6	

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	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. 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	25 10 10	Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12 6
			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

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	Kerens	225.8	19	Both
Sloan	315.2	32	Both	Glasgow	222.0	17	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Balch	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	24	West
Roach	291.5	11	Both	Afton	191.6	18	West
Calada	287.1	14	Both	Dunn	187.1	31	Both
Desert	282.2	11	Both	Field	182.4	17	Both
Nipton	277.7	12	Both	Manix	177.6	36	East
Moore	271.9	8	Both	Harvard	173.2	17	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both				
Cima	254.2	21	Both	Pedley	48.3	94	Both
Chase	250.3	11	Both	Mira Loma	45.0	86	Both
Elora	246.8	9	Both	Spadra	29.5	10	Both
Dawes	243.4	17	Both	Walnut	24.4	10	Both
Hayden	238.9	10	Both	City of Industry	17.0	31	Both
Flynn	230.8	16	Both	Pico	10.3	27	Both
				Montebello	8.5	31	Both

MILEAGE

Main Line	338.5
Branches	90.8
Total	429.3