

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**CALIFORNIA DIVISION**  
**TIME-TABLE**  
**No. 40**

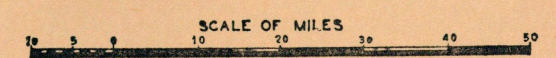
**Effective Sunday,**  
**June 22, 1969**

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







**WESTWARD**

**SECOND SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A), Page 8	FIRST CLASS		Distance from Salt Lake City	Time-Table No. 40	
	5	103		June 22, 1969	
	Passenger	Passenger		STATIONS	
	Daily	Daily		C.T.C. { DN-R YERMO YL BN 4.6	
DPY	7.30PM	8.25AM	620.8	DAGGETT 8.8	
IP	7.38PM	8.33AM	625.4	BARSTOW BA 80.8	
	s 7.50	s 8.50	634.2	SAN BERNARDINO B 3.5	
	s 9.40	s 11.00	715.0	COLTON 6.3	
	9.48	11.09	718.5	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
IP	10.00PM	11.18AM	724.8	DN RIVERSIDE YL VN 3.7	
	s 10.05	s 11.30	725.5	STREETER 0.8	
108 P			729.2	ARLINGTON 4.7	
96 P			730.0	PEDLEY 2.7	
105 YP			734.7	D MIRA LOMA V 7.5	
105 P			737.4	S. P. CROSSING 0.3	
PI			744.9	D ONTARIO RA 2.3	
			745.2	MONTCLAIR 2.5	
105 P			747.5	S. P. CROSSING 1.0	
			750.0	DN POMONA PO 3.1	
	s 10.35	s 12.05PM	751.0	SPADRA 4.5	
			754.1	WALNUT 6.8	
			758.6	PUENTE JCT. 0.8	
			765.2	D CITY OF INDUSTRY BG 5.7	
			766.0	BARTOLO 0.4	
			771.7	WHITTIER JCT. 0.6	
			772.1	D PICO-RIVERA K 1.8	
			772.7	MONTEBELLO 2.8	
			774.5	DN EAST LOS ANGELES YL Z 0.1	
	s 11.05	s 12.40	777.3	R EAST YARD YL 2.8	
DPYZ			777.4	DOWNEY ROAD YL 1.1	
PX			780.2	NINTH ST. JCT. YL 1.7	
PX			781.3	FIRST ST. YL 0.9	
PX			783.0	PASADENA JCT. YL 0.1	
I			783.9	A. T. & S. F. Csg. (Mission Tower) 0.7	
I			784.0	DN-R LOS ANGELES UD (Union Station)	
IP	A 11.45PM	A 1.00PM	784.7		
			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 6(A), Page 8	FIRST CLASS		Mile-Post	Time-Table No. 40	
	104	6		June 22, 1969	
	Passenger	Passenger		STATIONS	
DPY	A 5.05PM	A 12.50AM	163.2	C.T.C. { DN-R YERMO YL BN 4.6	
P	4.55PM	12.40AM	158.6	DAGGETT 8.8	
	s 4.45	s 12.30 AM	150.1	BARSTOW BA 82.8	
	s 2.40	s 10.40	67.3	SAN BERNARDINO B 2.8	
	2.24	10.30	64.5	COLTON 6.3	
IP	2.14PM	10.22PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
	s 2.12	s 10.20	57.5	DN RIVERSIDE YL VN 3.7	
108 P			53.8	STREETER 0.8	
96 P			53.0	ARLINGTON 4.7	
105 YP			48.3	PEDLEY 2.7	
105 P			45.6	D MIRA LOMA V 7.5	
PI			38.1	S. P. CROSSING 0.3	
			37.8	D ONTARIO RA 2.3	
105 P			35.5	MONTCLAIR 2.5	
			33.0	S. P. CROSSING 1.0	
	s 1.37	s 9.50	32.0	DN POMONA PO 3.1	
			28.9	SPADRA 4.5	
			24.4	WALNUT 6.8	
			17.8	PUENTE JCT. 0.8	
105 P			17.0	D CITY OF INDUSTRY BG 5.7	
			11.3	BARTOLO 0.4	
			10.9	WHITTIER JCT. 0.6	
			10.3	D PICO-RIVERA K 1.8	
			8.5	MONTEBELLO 2.8	
	s 1.05	s 9.20	5.7	DN EAST LOS ANGELES YL Z 0.1	
DPYZ			5.6	R EAST YARD YL 2.8	
PX			2.8	DOWNEY ROAD YL 1.1	
PX			1.7	NINTH ST. JCT. YL 1.7	
PX			0.0	FIRST ST. YL 0.9	
I				PASADENA JCT. YL 0.1	
I				A. T. & S. F. Csg. (Mission Tower) 0.7	
IP	12.45PM	9.00PM		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.  
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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. 40 June 22, 1969		Mile-Post
		STATIONS		
	0.0	<b>WHITTIER JCT. YL</b>	0.0	
	0.1	S. P. CROSSING YL	0.1	
18	2.3	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 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. 40 June 22, 1969		Mile-Post
		STATIONS		
	0.0	<b>BOULDER JCT. YL</b>	0.0	
59	9.8	D HENDERSON YL	9.8	
	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))**

<p><b>Rule 6</b></p> <p>The following letters placed before figures of a schedule indicate:</p> <p>s —regular stop;</p> <p>f —flag stop to receive or discharge traffic;</p> <p>A—arrive.</p>	<p><b>Rule 6(A)</b></p> <p>The following letters placed in column with station name in time-table indicate:</p> <p>D —day operator; E —train register;</p> <p>N —night operator; YL—yard limits.</p> <p>DN—day and night operator;</p> <p>The following letters placed in columns provided in time-table indicate:</p> <p>C —coaling station; X —cross over;</p> <p>D —diesel oil station; Y —wye;</p> <p>F —turbine fuel station; Z —track scales;</p> <p>I —interlocking; AI —automatic interlocking;</p> <p>O —fuel oil station; CS —center siding;</p> <p>P —telephone; ES —eastward siding;</p> <p>T —turntable; WS—westward siding.</p> <p>W—water station;</p>
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**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. 40 June 22, 1969		Mile-Post
		STATIONS		
		<b>EAST YARD YL</b>		
	3.1	DN HOBART YL	3.1	
	3.6	A. T. and S. F. Crossing	3.6	
	5.1	L. A. JCT. BY CROSSING YL	5.1	
	5.3	S. P. CROSSING YL	5.3	
69	5.3	BELL YL	5.3	
	7.4	S. P. CROSSING YL	7.4	
	9.4	WORKMAN YL	9.4	
	11.2	S. P. CROSSING YL	11.2	
123	12.5	D PARAMOUNT YL	12.5	
73	14.3	RIOCO YL	14.3	
75	14.3	DOUGLAS JCT. YL	14.3	
	14.6	S. P. CROSSING	14.6	
	17.4	S. P. CROSSING	17.4	
	19.1	MANUEL	19.1	
	21.7	S. P. CROSSING	21.7	
	22.3	MEAD TFR. YL	22.3	
	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
	24.2	TERMINAL ISLAND YL	24.2	
	25.9	EAST SAN PEDRO YL	25.9	
		23.1		

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

Designation "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
Passenger trains with 6 cars or less.	70		Freight trains handling tonnage in excess of 70 tons per operative brake.		40
Work trains and all regularly assigned locals.		50	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When caboose is handled in train consisting of passenger train equipment.	60		Trains handling UTLX 80500 to 80999 series jumbo tank cars under load or mty.		50
When using No. 14 turn-outs.	25	20	Trains handling U. P. ore cars 26000-26499.		50
When using other cross-overs or turn-outs.	15	15	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
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	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line—Tangent. On main line—Curves. On branch lines.		30 25 20
Within yard limits protected by continuous block signals.	60	35	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 not protected by continuous block signals. On main line. On branch lines.	50 30	25 15	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight and road switch locomotives.	65		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
1870 class locomotives: On First and Second Subdivisions. On branch lines.		50 20	Wye tracks.	6	6
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;	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 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.	Frts.		Psgr.	Frts.
<b>Cima to Kelso</b> Westward freight trains not required to use retrainers per Special Rule 1042(S).		25	<b>Sloan</b> 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
<b>Erie</b> Between M.P. 309.3 and 309.8. See Note. Between M.P. 311.7 and 312.5.	70 45	55 30	<b>Las Vegas</b> 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.	Frts.		Psgr.	Frts.
<b>Maximum Speed.</b>	79	60	<b>Spadra</b> Between M.P. 29.0 and 29.5. See Note.	65	55
<b>Los Angeles Union Passenger Terminal</b> Between Los Angeles River Bridge and West M.P. 0.3. Between West M.P. 0.3 and 0.1.	15 25	15 20	<b>Pomona</b> Between M.P. 31.4 and 32.4.	40	40
<b>Ninth Street Jct.</b> Between M.P. 1.5 and 2.4	20	20	<b>Ontario</b> Between M.P. 37.3 and M.P. 33.3.	40	40
<b>Vail Ave. - Vineyard Ave.</b> Between M.P. 7.7 and 40.01.	65	60	<b>Pedley</b> Between M.P. 49.9 and 50.7. Between M.P. 51.8 and 52.3.	70 65	55 50
<b>Pico-Rivera</b> Between M.P. 10.2 and 10.4. See Note.	60	45	<b>Streeter</b> 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
<b>Whittier Jct.</b> Between M.P. 10.9 and 11.3.	65	55	<b>Riverside</b> Between M.P. 57.3 and 58.1.	20	20
<b>Bartolo</b> Between M.P. 13.6 and 13.9. Between M.P. 15.1 and 15.3.	65 65	55 55	<b>Daggett</b> Between M.P. 158.8 and 159.0.	30	30
<b>City of Industry</b> Between M.P. 23.6 and 23.8.	65	55	<b>Yermo</b> Between Wye Switches M.P. 162.8 and 163.1.	20	20
<b>Walnut</b> 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. 309.8	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. 314.6	

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
<b>Boulder City Branch</b> Between M.P. 17.8 and 19.0.	30	30	<b>San Pedro Branch</b> Lead known as Consolidated Lumber Company track: On straight track. On curves.		10 6
<b>Blue Diamond Spur</b> 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
<b>Crestmore Branch</b> 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
<b>Anaheim Branch</b> Between M.P. 12.0 and 13.0.		15 10	Over SP Crossing M.P. 21.7.	10	10
Highway Crossing M.P. 18.5. Highway Crossing M.P. 20.1.		10 8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
<b>Lakewood Branch</b> Del Amo Boulevard M.P. 15.2. Wardlow Road M.P. 17.1.	25 10 10	25 10 10	<b>Pasadena Branch</b> Between Avenue 33 and Pasadena Junction.	12	12
			<b>Glendale Branch</b> 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
<b>First Subdivision</b>				Kerens .....	225.8	19	Both
Bracken .....	329.3	12	Both	Glasgow .....	222.0	17	Both
Sloan .....	315.2	32	Both	Sands .....	217.4	11	Both
Erie .....	309.1	12	Both	Balch .....	212.0	14	Both
Jean .....	300.8	10	East	Crucero .....	204.1	24	West
Borax .....	296.9	14	Both	Afton .....	191.6	18	West
Roach .....	291.5	11	Both	Dunn .....	187.1	31	Both
Calada .....	287.1	14	Both	Field .....	182.4	17	Both
Desert .....	282.2	11	Both	Manix .....	177.6	36	East
Nipton .....	277.7	12	Both	Harvard .....	173.2	17	Both
Moore .....	271.9	8	Both	Toomey .....	168.5	4	East
Ivanpah .....	267.2	12	Both				
Brant .....	262.8	7	Both	<b>Second Subdivision</b>			
Joshua .....	258.0	12	Both	Pedley .....	48.3	94	Both
Cima .....	254.2	21	Both	Mira Loma .....	45.0	86	Both
Chase .....	250.3	11	Both	Spadra .....	29.5	10	Both
Elora .....	246.8	9	Both	Walnut .....	24.4	10	Both
Dawes .....	243.4	17	Both	City of Industry .....	17.0	31	Both
Hayden .....	238.9	10	Both	Pico .....	10.3	27	Both
Flynn .....	230.8	16	Both	Montebello .....	8.5	31	Both

**MILEAGE**

Main Line .....	338.5
Branches .....	90.8
<b>Total .....</b>	<b>429.3</b>