

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 9

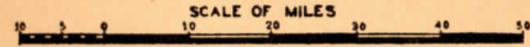
Effective Sunday,
April 27, 1952

at 12:01 A. M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation

D. F. WENGERT
 General Superintendent

V. W. SMITH, Superintendent.....Los Angeles, Cal.
 W. J. FOX, Terminal Superintendent.....Los Angeles, Cal.
 J. H. KINCANNON,
 Assistant Terminal Superintendent...Los Angeles, Cal.
 A. BYBEE, Assistant Superintendent.....Las Vegas, Nev.
 F. H. BLAIR, Trainmaster.....San Bernardino, Cal.
 L. L. HOEFFEL, Master Mechanic.....Los Angeles, Cal.
 D. C. KRAMER,
 Road Foreman of Engines.....Los Angeles, Cal.
 W. T. SANDLIN,
 Road Foreman of Engines.....Los Angeles, Cal.
 L. C. WILLIAMS,
 Road Foreman of Engines.....Las Vegas, Nev.
 P. G. MARTIN, Division Engineer.....Los Angeles, Cal.
 W. R. KEAY, General Roadmaster.....Los Angeles, Cal.

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher...Las Vegas, Nev.
 R. L. GUNDEY,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
 J. L. HULIHAN,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.
 G. J. WILDE,
 Asst. Chief Train Dispatcher.....Las Vegas, Nev.

Second Subdivision and Branches

L. W. FLAHERTY,
 Chief Train Dispatcher.....Los Angeles, Cal.
 P. V. COX, Asst. Chief Train Dispatcher.Los Angeles, Cal.
 J. E. MUNCEY,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.
 H. W. STOKER,
 Asst. Chief Train Dispatcher.....Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
 ASSOCIATION PHYSICIANS AND SURGEONS
 ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE
Douglas L. Gamette	Medical Director..	Los Angeles
J. B. Demman.....	Surgeon	Las Vegas
C. G. Scruggs.....	Surgeon	Las Vegas
J. J. Hamill.....	Surgeon	Las Vegas
Geo. J. Madsen.....	Oculist	Las Vegas
P. W. Lawler.....	Surgeon	Victorville
H. D. Orr	Surgeon	Victorville
Leland Jacobson	Surgeon	San Bernardino ..
J. N. McAllister....	Surgeon	San Bernardino ..
T. A. Card.....	Surgeon	Riverside
R. E. Fisher.....	Surgeon	Pomona
W. A. Sullivan.....	Surgeon	Ontario
W. W. Schultz.....	Surgeon	Puente
E. M. Pettis.....	Surgeon	Fullerton
E. L. Shultz.....	Surgeon	East Los Angeles..
W. W. Meier.....	Surgeon	East Los Angeles..
H. A. Baers.....	Oculist & Aurist....	Los Angeles
W. H. Ball.....	Surgeon	Los Angeles
A. W. Gray	Surgeon	Los Angeles
K. B. Jacques.....	Surgeon	Los Angeles
A. L. Kobal.....	Surgeon	Los Angeles
H. M. Mason.....	Surgeon	Los Angeles
C. H. Landers.....	Surgeon	Los Angeles
W. W. Mead.....	Surgeon	Los Angeles
R. W. Moore.....	Surgeon	Los Angeles
F. A. Travers.....	Surgeon	Los Angeles
E. M. F. Weaver....	Oculist & Aurist....	Los Angeles
A. W. Williams.....	Surgeon	Los Angeles
E. E. Wunderlich....	Surgeon	Los Angeles
G. H. Quillen.....	Surgeon	Wilmington
W. W. Horst.....	Surgeon	Wilmington
R. B. Eusden.....	Surgeon	Long Beach
H. G. Gramlich.....	Surgeon	Long Beach
R. H. Munford.....	Surgeon	La Habra
J. M. Schlund.....	Surgeon	Whittier
H. G. Westphal.....	Surgeon	Glendale
G. L. Barnum.....	Surgeon	Pasadena
B. O'Sullivan.....	Surgeon	Pasadena
J. E. Cummings....	Surgeon	Highland Park ...
W. G. Patton.....	Oculist & Aurist....	Alhambra
D. P. Nebeker.....	Surgeon	Arcadia
W. W. Woods.....	Surgeon	Alhambra
C. T. Poulson.....	Surgeon	Inglewood
J. C. Sharpe.....	Surgeon	West Los Angeles.
D. O. Lagerlof.....	Surgeon	West Los Angeles.
G. R. Dunlevy.....	Surgeon	Hollywood
T. M. Hearn.....	Surgeon	Hollywood
J. E. Bergmann.....	Surgeon	Santa Monica
K. Toma.....	Surgeon	Bell
S. A. Jacques.....	Surgeon	Baldwin Park

Standard clocks are located as shown below:

Las Vegas..Freight Enginemen's Locker Room	Yermo.....Enginemen's Locker Room
Las Vegas.....Passenger Enginemen's Locker Room	San Bernardino...Union Pacific Round House
Las Vegas.....Conductor's Register Room	East Yard.....Enginemen's Locker Room
Las Vegas.....Telegraph Office	East Yard.....Telegraph Office
Las Vegas.....Yard Office	East Yard.....Dispatcher's Office
Las Vegas.....Dispatcher's Office	East Yard.....4th St. Yard Office
Kelso.....Telegraph Office	Los Angeles..Union Station Telegraph Office
Yermo.....Telegraph Office	Los Angeles.....Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
9	103	1	37	Distance from Ogden	Time-Table No. 9		Mile Post	10	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 27, 1952			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
8.35	5.25	4.50	7.00	0.0	MT	OGDEN	MT	0.0	A	6.00	A	7.10	A	8.35	A	6.25
9.30	6.10	5.40	8.00	86.8	MT	SALT LAKE CITY	MT	86.8		5.05		6.20		7.50		5.30
9.15	5.20	4.50	8.30		PT		PT	784.0		3.45		5.10		6.40		4.00
11.18	7.14	7.01	11.10	154.4		LYNNDYL		665.9		1.25		2.49		4.46		1.10
1.00	8.30	8.45	1.10	248.5		MILFORD		576.8		11.55		1.30		3.37		11.30
1.45	8.57	9.22	1.52	278.9		LUND		541.4		11.04		12.37		3.00		10.40
3.54	10.34	11.18	4.00	360.8		CALIENTE		459.5		9.10		10.47		1.24		8.30
6.55	1.15	2.20	7.10	486.1		LAS VEGAS		884.2		6.30		7.55		10.55		5.30
7.10	1.25	2.35	7.40			YERMO		168.2		6.15		7.40		10.45		5.00
10.30	4.07	6.00	11.55	657.1		BARSTOW		150.1		2.53		4.15		7.45		12.30
10.53	4.25	6.25	12.25	670.5		SAN BERNARDINO		67.8		2.25		3.47		7.27		11.59
1.00	6.25	8.35	2.50	751.8		COLTON		64.5		12.07		1.37		5.25		9.15
1.10	6.33	8.45	3.00	754.8		RIVERSIDE		57.5		11.55		1.25		5.13		8.55
1.25	6.45	9.00	3.20	761.8		ONTARIO		87.8		11.28		1.00		4.53		8.15
1.48	7.03	9.23	4.05	781.5		POMONA		82.0		11.20		12.50		4.46		8.05
1.57	7.11	9.32	4.25	787.8		EAST LOS ANGELES		5.7		10.50		12.20		4.20		7.25
2.30	7.40	10.10	5.25	818.6		LOS ANGELES	PT	0.0		10.30		12.01		4.00		7.00
A3.00	A8.00	A10.40	A6.00	821.0						Daily		Daily		Daily		Daily
						821.0										
(19.25)	(15.35)	(18.50)	(24.00)	Thru Time	(18.30)	(18.09)	(15.35)	(22.25)							
42.3	52.7	43.6	34.2	Average speed per hour.....	44.3	45.2	52.7	36.6							

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
1	Victorville	Omaha or beyond	
1	Ontario, Pomona	Salt Lake City or beyond	
9	Colton, Ontario	Salt Lake City or beyond	
9	Victorville	Any station	Any station
*37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
2	Victorville		Omaha or beyond
10	Pomona, Ontario		Salt Lake City or beyond
10	Victorville	Any station	Any station
*38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 9 April 27, 1952	STATIONS
	259 Time Freight	299 Stock Special	37 Passenger	9 Passenger	1 Passenger	103 Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	4.00PM	1.45AM	7.40PM ²	7.10AM	2.35AM	1.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			7.49				454.7	4.9 BRACKEN	
107 PW			f 8.00	7.27	2.52	1.41	461.5	2.8 BOULDER JCT.	
104 P			f 8.11	7.37	3.02		469.0	4.5 ARDEN A	
115 P			8.20	7.44	3.10	1.58	474.7	7.5 SLOAN SX	
116 P				8.28	7.51	3.17	482.9	5.7 ERIE	
118 P				8.33			487.7	8.2 JEAN JE	
66 P				8.37	7.59	3.25	492.8	4.8 BORAX	
125 P				8.41			496.8	4.6 ROACH	
118 PW				8.46	8.07	3.33 ³⁸	2.19	4.6 CALADA	
117 P				8.51			501.5	4.7 DESERT	
117 P				8.58	8.18	3.46	511.9	5.0 NIPTON OH	
117 P			f 9.06				516.5	5.4 MOORE	
117 P				9.12	8.28	3.59	521.1	4.6 IVANPAH	
106 P				9.18		2.43 ³⁸	526.0	4.6 BRANT	
103 107 PY				9.29 ¹⁰⁴	8.37	4.11	529.8	4.9 JOSHUA	
115 P				9.36	8.43	4.17	533.8	3.8 CIMA YL	
117 P				9.41			536.9	4.0 CHASE	
118 P				9.47	8.54	4.28	540.6	3.1 ELORA	
117 P				9.54			544.9	3.7 DAWES	
OPWY			s 10.15	f 9.08	4.40	3.07	548.5	4.3 HAYDEN	
114 P				10.23			553.4	3.6 DN KELSO YL FO	
117 P				10.28			558.1	4.9 FLYNN	
81 P				10.32	9.21	4.53	562.1	4.7 KERENS	
106 PW				10.37			566.4	4.0 GLASGOW	
117 P				10.43			572.1	4.8 SANDS	
117 P				10.50	9.39	5.11	579.7	5.7 BALOH	
126 P				10.56	9.46	5.18	587.1	7.6 CRUCERO	
70 P				11.03			592.5	7.4 BASIN	
125 P				11.11	9.58	5.30	596.7	5.4 AFTON	
117 P				11.18			601.6	4.2 DUNN	
117 P				11.24	10.08	5.40	606.2	4.9 FIELD	
117 PW				11.30			610.7	4.6 MANIX	
115 P				11.35		4.00	615.7	4.5 HARVARD	
OPTWY	A 1.00AM	A 7.15AM	A 11.45PM	A 10.25AM	A 5.55AM	A 4.07AM	620.8	5.0 TOOMEY	
								5.1 DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

(9.00) 19.0 (5.30) 31.1 (4.05) 41.9 (3.15) 52.6 (3.20) 51.3 (2.42) 63.3 Thru Time Average speed per hour

All first-class trains will register at Yermo by train registering ticket. 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	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 9 April 27, 1952	STATIONS
	38 Passenger	10 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight			
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	A 5.00AM	A 6.15PM	A 7.40PM ³⁷	A 10.45PM	A 12.45PM	A 3.30AM	384.2	DN-R LAS VEGAS YL VG	
117 P	4.45	5.59	7.25	10.35			329.3	4.9 BRACKEN	
107 PW	f 4.35	5.52	7.18	10.29			327.0	2.8 BOULDER JCT.	
104 P	f 4.22						322.5	4.5 ARDEN A	
115 P	4.10	5.37	7.01	10.14			315.0	7.5 SLOAN SX	
116 P	s 4.00						309.8	5.7 ERIE	
118 P							301.1	8.2 JEAN JE	
66 P							296.8	4.8 BORAX	
125 P							291.7	4.6 ROACH	
118 PW							287.2	4.5 CALADA	
117 P							282.5	4.7 DESERT	
117 P	f 3.15	5.13	6.36				277.5	5.0 NIPTON CH	
117 P							272.1	5.4 MOORE	
117 P	f 2.59	5.00	6.23	9.40			267.5	4.6 IVANPAH	
117 P							262.9	4.6 BRANT	
106 P							258.0	4.9 JOSHUA	
103 107 PY	f 2.38	4.49	6.13	9.29 ³⁷			254.2	3.8 CIMA YL	
115 P	2.28	4.41	6.04	9.21			250.2	4.0 CHASE	
117 P	2.20						247.1	3.1 ELORA	
118 P	2.11	4.26	5.48	9.06			243.4	3.7 DAWES	
117 P	2.03						239.1	4.3 HAYDEN	
OPWY	s 1.55	s 4.10	5.31	8.50			235.5	3.6 DN KELSO YL FO	
114 P	1.43	3.59	5.21	8.42			230.6	4.9 FLYNN	
117 P	1.38						225.9	4.7 KERENS	
81 P	1.33						221.9	4.0 GLASGOW	
106 PW	1.27						217.6	4.8 SANDS	
117 P	1.21						211.9	5.7 BALOH	
117 P	1.15	3.33	4.55	8.20			204.3	7.6 CRUCERO	
126 P	1.08						196.9	7.4 BASIN	
70 P	1.01						191.5	5.4 AFTON	
125 P	12.55	3.14	4.36	8.04			187.3	4.2 DUNN	
117 P	12.50						182.4	4.9 FIELD	
117 P	12.45						177.8	4.6 MANIX	
117 PW	12.41						173.3	4.5 HARVARD	
115 P							168.3	5.0 TOOMEY	
OPTWY	12.30AM	2.53PM	4.15PM	7.45PM	6.05AM	8.50PM	163.2	5.1 DN-R YERMO YL BN	
								171.0	

CENTRALIZED TRAFFIC CONTROL

(4.30) 38.0 (3.22) 50.8 (3.25) 50.0 (3.00) 57.0 (6.40) 25.6 (6.40) 25.6 Thru Time Average speed per hour

All first-class trains will register at Yermo by train registering ticket. 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				Distance from Salt Lake City	Time-Table No. 9	
SECOND CLASS		FIRST CLASS		STATIONS		STATIONS			April 27, 1952	
299 Stock Special	259 Time Freight	9 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	DN-R YERMO YL BN	DN DAGGETT H			
	Daily	Daily	Daily	Daily	Daily	4.6	8.8			
OPTWY	7.45AM	1.45AM	10.30AM	6.00AM	4.07AM	11.55PM	620.8			
IP			10.38AM	6.10AM	4.15AM	12.03AM	625.4			
			S 10.53AM	S 6.25	S 4.25	S 12.25	684.2			
			S 1.00PM	S 8.35	S 6.25	S 2.50	715.0			
			1.10	8.45	6.33	S 3.00	718.5			
IP			1.20PM	8.55AM	6.43AM	3.10AM	724.8			
P			S 1.25 ²	S 9.00	6.45	S 3.20	725.5			
AI							727.8			
124 P						3.30	729.2			
113 P							780.0			
122 IP							784.7			
122 P			1.40	9.15	6.57	S 3.45	787.4			
I							744.9			
PW			1.48	9.23	7.03	S 4.05	745.2			
123 P							747.5			
P							750.0			
P			S 1.57	9.32	7.11	S 4.25	751.0			
118 P							754.1			
122 P						4.36	758.6			
122 PW			2.15	9.50		4.45	766.0			
P							772.1			
118 P			2.23	9.58	7.30	S 5.00	772.7			
67 P						S 5.10	774.5			
			S 2.30	S 10.10	S 7.40	S 5.25	777.8			
OPTWY	A 3.30PM	A 12.45PM					777.4			
P							780.2			
I							781.8			
I			2.53	10.30	7.53	5.52	788.9			
I							784.0			
IP			A 3.00PM	A 10.40AM	A 8.00AM	A 6.00AM	784.7			

Time-Table No. 9
April 27, 1952

STATIONS

C.T.C. { DN-R YERMO YL BN
4.6
DN DAGGETT H
8.8
BARSTOW BA
82.8
SAN BERNARDINO B
8.5
COLTON
8.8
S. P. and A. T. & S. F. Crossings
RIVERSIDE JCT. YL
0.7
DN RIVERSIDE YL
2.8
P. E. CROSSING
1.4
STREETER
0.8
ARLINGTON
4.7
BLY
2.7
DN MIRA LOMA V
7.5
S. P. CROSSING
0.3
DN ONTARIO YL RA
2.8
SUNSWEEET
2.5
S. P. CROSSING
1.0
DN POMONA YL PO
3.1
SPADRA
4.5
WALNUT
7.4
D HILGROVE BG
6.1
WHITTIER JCT.
0.6
D PICO K
1.8
D MONTEBELLO MK
2.8
EAST LOS ANGELES YL
0.1
DN-R EAST YARD YL D
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)
168.9

Two Main Tracks

CENTRALIZED TRAFFIC CONTROL

(7.45) (11.00) (4.30) (4.40) (3.53) (6.05) Thru Time
20.2 14.2 36.4 35.1 42.2 26.9 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

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				EASTWARD	
SECOND CLASS		FIRST CLASS		STATIONS		STATIONS		April 27, 1952	
256 Time Freight	260 Time Freight	10 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	DN-R YERMO YL BN	DN DAGGETT H		
		Daily	Daily	Daily	Daily	4.6	8.5		
OPTWY	A 8.00PM	A 5.00AM	A 2.50PM	A 4.11PM	A 7.45PM	A 12.20AM	A 8.00PM	A 5.00AM	
IP			2.38PM	3.59PM	7.37PM	12.12AM			
			S 2.25	S 3.47	7.27	S 11.59PM			
			S 12.20	S 1.50	S 5.38	S 9.45			
			12.07PM	1.37	5.25	S 9.15			
IP			11.57AM	1.27PM	5.15PM	9.00PM			
P			S 11.55	S 1.25 ⁹	5.13	S 8.55			
AI									
124 P			11.43	1.15		8.35			
113 P									
122 IP									
122 P			11.35	1.07		8.28			
I									
PW			11.28	1.00	4.53	S 8.15			
123 P									
P									
P			11.20	12.50	4.46	S 8.05			
118 P									
122 P						7.45			
122 PW			11.02	12.32		7.37			
P									
118 P						7.30			
67 P									
			S 10.50	S 12.20	S 4.20	S 7.25			
OPTWY								10.30AM	8.30PM
P									
I									
I									
I									
IP			10.30AM	12.01PM	4.00PM	7.00PM			

Time-Table No. 9
April 27, 1952

STATIONS

C.T.C. { DN-R YERMO YL BN
4.6
DN DAGGETT H
8.5
BARSTOW BA
82.8
SAN BERNARDINO B
2.8
COLTON
6.8
S. P. and A. T. & S. F. Crossings
RIVERSIDE JCT. YL
0.7
DN RIVERSIDE YL
2.8
P. E. CROSSING
1.4
STREETER
0.8
ARLINGTON
4.7
BLY
2.7
DN MIRA LOMA V
7.5
S. P. CROSSING
0.3
DN ONTARIO YL RA
2.8
SUNSWEEET
2.5
S. P. CROSSING
1.0
DN POMONA YL PO
3.1
SPADRA
4.5
WALNUT
7.4
D HILGROVE BG
6.1
WHITTIER JCT.
0.6
D PICO K
1.8
D MONTEBELLO MK
2.8
EAST LOS ANGELES YL
0.1
DN-R EAST YARD YL D
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)
165.2

Two Main Tracks

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.20) (4.10) (3.45) (5.20) (9.30) (8.30)
Average speed per hour..... 38.1 39.6 44.0 30.9 16.5 18.5

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

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				WESTWARD SAN PEDRO BRANCH EASTWARD					
Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Whittier Jct.	Time-Table No. 9		Mile-Post	Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from First Street Los Angeles	Time-Table No. 9		Mile-Post
		April 27, 1952					April 27, 1952		
		STATIONS				STATIONS			
	0.0	WHITTIER JCT.		0.0					
18	2.3	D	WHITTIER YL WR	2.3	OPTWYZ	DN-R	EAST YARD YL D		
	6.9		PAC. ELEC. CROSSING	6.9	Tfr IP	DN	HOBART YL J	8.1	
	9.7		LA HABRA HA	9.7	I		A. T. and S. F. Crossing		
	10.5		PAC. ELEC. CROSSING	10.5	AI		L. A. JOT. RY. CROSSING YL	8.6	
6	18.8		SUNNY HILLS	18.8	15 77				
	15.5	I	A. T. & S. F. CROSSING	15.5	AI		P. E. CROSSING YL	5.1	
11	17.8	D	FULLERTON RN	17.8			BELL YL	5.8	
40	20.0	D	ANAHEIM YL MN	20.0	13		S. P. CROSSING	7.4	
	20.0				61		WORKMAN	9.4	
					73 75		P. E. CROSSING	11.2	
							PARAMOUNT YL HY	12.5	
							RIOCO YL	14.8	
							DOUGLAS JOT. YL	14.6	
							P. E. CROSSING	17.4	
					96		MANUEL MU	19.1	
							S. P. CROSSING	21.7	
							P. E. CROSSING	21.9	
							MEAD TFR. YL WI	22.8	
							HENRY FORD BLV. DRAWBRIDGE YL	23.2	
							TERMINAL ISLAND YL	24.2	
							EAST SAN PEDRO YL	25.9	
								28.1	

WESTWARD — BOULDER CITY BRANCH — EASTWARD				
Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Boulder Jct.	Time-Table No. 9		Mile-Post
		April 27, 1952		
		STATIONS		
	0.0	BOULDER JCT.		0.0
60	9.8	D	HENDERSON RB	9.8
	22.4	D-R	BOULDER CITY YL BC	22.4
	22.4			

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-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;
C—coal;
I—interlocking;
O—oil;
P—dispatcher's telephone;
T—turntable;
W—water;
X—cross-over;
R—train register;
YL—yard limits.
The following letters placed in columns provided in time-table indicate:
Y—wye;
Z—track scales;
AI—automatic interlocking signals;
CS—center siding;
ES—eastward siding;
WS—westward siding;
RCS—remote control switch.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str."—Train with Diesel-electric Engine and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam Engine and all passenger train equipment; train with Diesel-electric Engine and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; Engine without cars.
When Diesel-electric passenger Engine is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.
On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling water cars converted from Vanderbilt type engine tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
When caboose is handled in train consisting of passenger train equipment.		60		Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric yard switch engines in road service.	35	35	35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel-electric Engine running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric Engine in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40 40	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1500 class Diesel-electric Freight Engines.		50	50	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	20
Trains handling scale test cars: On main line. On branch lines.			30 20	Wye tracks.	6	6	6
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track. On curves. On branch lines.			30 25 15				

FIRST SUBDIVISION						
Las Vegas						
Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso		
Arden				Diesel-electric Engine running light with dynamic brake in operation and passenger trains handled by Diesel-electric engines with dynamic brake in operation.	45	45
Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Engine with dynamic brake in operation.		30
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel Engines operating light between Cima and Kelso.		20
Between M.P. 317.1 and 315.0.	40	40	30			
Sloan						
Between M.P. 315.0 and 314.6. See Note.	40	40	30			
Between M.P. 313.6 and 312.6.	79	70	50			
Between M.P. 312.5 and 311.7.	45	40	30			
Between M.P. 309.8 and 309.3. See Note.	70	60	50			

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Cima to Kelso All freight and mixed trains except when handled with Diesel-electric Engine 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.	60	40	20	Flynn Between M.P. 223.9 and 223.5.	79	70	50
Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45			Basin Between M.P. 196.2 and 193.8.	60	50	40
Kelso Between Signals 2359 and 2352.	20	20	20	Between M.P. 193.7 and 191.8	50	40	30
Between M.P. 231.2 and 230.9. See Note.	70	60	50	Afton Between M.P. 190.9 and 188.4. See Note.	55	45	35
				Dunn Between M.P. 187.0 and 186.2. See Note.	70	60	50
				Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SECOND SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Hillgrove Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	50	50	50
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Using turn out.	25	20	20
Between M.P. 50.7 and 49.9.	70	60	50	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between M.P. 0.1 and West 0.3.	25	25	20
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Boulder City Branch	30	30	San Pedro Branch	30	30
Between M.P. 11.2 and 11.5.		20	Lead known as Consolidated Lumber Company track: On straight track.		10
Between M.P. 17.8 and 19.0.		20	On curves.		6
Blue Diamond Spur Arden to M.P. 8.		20	Vernon, city limits.	12	12
M.P. 8 to end of track.		12	Henry Ford Ave. drawbridge.	15	15
Crestmore Branch Between Bly 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		20	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Between M.P. 2.0 and 2.5.		15	Pasadena Branch	12	12
Between M.P. 12.0 and 13.0.		10	Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		

Note: Referring to Special Rule 10(R) Reduce Speed Signs or Resume Speed Signs have been placed on Fireman's side of track at following points:

	Eastward		Westward	
M.P. 309.8	M.P. 230.5	M.P. 314.6	M.P. 54.2	
M.P. 308.8	M.P. 24.6	M.P. 191.3	M.P. 29.1	
		M.P. 187.5	M.P. 10.2	

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				Glendale Branch			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
Second Subdivision				Westcraft, Inc.	5.8	8	West
Magnolia Ave.	55.2	13	East	Modglin Co., Inc.	5.8	6	West
Stearns Winery	45.8	226	East	Sawyer Cabinet Co.	6.1	2	East
Champagne	43.5	45	Both	Forest Lawn	6.2	3	Both
Ballou	40.5	41	Both	Glendale	7.7	5	Both
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
American Brake Shoe	30.7	18	East	Team Track	5.4	1	West
Industrial Spur	27.0	38	East	Municipal Light Plant	8.2	8	East
Fallon	21.7	9	West	Municipal Light Plant	8.3	7	Both
Clayton	13.5	8	East	Lennox Furnace Co.	8.5	2	East
St. Helens Spur	11.1	16	West	Crown Fence & Supply Co.	8.6	2	West
Boulder City Branch				A. C. Vroman Inc.	9.3	3	East
Magnesium	10.5	20	Both	Pasadena	9.8	19	Both
Crestmore Branch				San Pedro Branch			
Ennis	3.1	15	Both	Flood Control Spur	8.5	3	East
Ormand	3.9	14	Both	Rancho Los Amigos	10.0	3	East
Ormand Quarry	3.9	78	West	Dayton Foundry Co.	10.2	6	West
Crestmore	6.9	Yard	Both	Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Anaheim Branch				Macco Corporation	11.5	15	West
Gladding McBean Track	0.2	9	Both	Auto Lite Battery	11.6	19	East
Sunny Hills Spur	13.8	118	West	So. Western Cement Co.	13.1	35	West
Fullerton Industrial Lead	15.4	30	West	Ohio Rubber Co.	13.2	26	West
Northrup Aircraft	18.8	14	West	Export Petroleum Co.	13.5	20	West
California Juice Inc.	19.1	13	West	Richfield Oil Co.	13.8	36	East
Southern California Citrus	19.2	16	West	Exeter Refining Co.	14.1	20	East
				Operators Refining Co.	14.4	19	West
				Lakewood Branch			
				Lakewood	16.2	13 P	Both
				Douglas Aircraft Spur & Wye	16.5		Both
				Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	29	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Hayden	238.9	10	Both
Bracken	329.3	12	Both	Flynn	230.8	15	Both
Arden	321.9	15	Both	Kerens	225.8	18	Both
Sloan	315.2	15	West	Glasgow	222.0	16	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	23	West
Roach	291.5	11	Both	Afton	191.6	17	West
Calada	287.1	14	Both	Dunn	187.1	30	Both
Desert	282.2	11	Both	Field	182.4	16	Both
Nipton	277.7	12	Both	Manix	177.6	19	East
Moore	271.9	8	Both	Harvard	173.2	16	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both	Second Subdivision			
Joshua	258.0	12	Both	Bly	48.3	89	Both
Cima	254.2	20	Both	Walnut	24.4	10	Both
Chase	250.3	11	Both	Hillgrove	17.0	30	Both
Elora	246.8	9	Both	Pico	10.3	26	Both
Dawes	243.4	16	Both	Montebello	8.5	30	Both

MILEAGE

Main Line	338.5
Branches	92.6
Total	431.1