

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 14

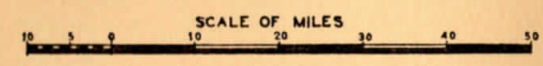
Effective Sunday,
June 6, 1954

at 12:01 A. M. Pacific Time

Careful Handling
Prevents Damage

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



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. 14 June 6, 1954	STATIONS
	259 Time Freight	299 Stock Special	37 Passenger	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	CENTRALIZED TRAFFIC CONTROL			
	Daily	Daily	Daily	Daily	Daily	Daily				
OPTWYZ	11.45PM	1.45AM	8.15PM	4.00PM	7.20AM	2.25AM	449.8	DN-R LAS VEGAS YL VG		
117 P			8.30				454.7	BRACKEN		
Y							457.0	BOLDER JCT.		
107 PW			f 8.36				461.5	ARDEN A		
104 P			f 8.47				469.0	SLOAN SX		
115 P			8.57				474.7	ERIE		
116 P			9.05				482.9	JEAN JE		
118 P							487.7	BORAX		
86 P							492.8	ROACH		
125 P							496.8	CALADA		
118 PW			9.27				501.5	DESERT		
117 P			9.33				506.5	NIPTON OH		
117 P			9.41				511.9	MOORE		
117 P			f 9.51				516.5	IVANPAH		
117 P			9.57				521.1	BRANT		
106 P							526.0	JOSHUA		
103 } 107 }			10.09				529.8	OIMA YL		
115 P							533.8	CHASE		
117 P			10.21				536.9	ELORA		
118 P							540.6	DAWES		
117 P							544.9	HAYDEN		
OPWY			s 10.55	5.38	f 9.18	4.05	548.5	KELSO YL FO		
114 P							553.4	FLYNN		
117 P							558.1	KERENS		
81 P			11.12				562.1	GLASGOW		
106 PW			11.17				566.4	SANDS		
117 P			11.23				572.1	BALOH		
117 P			11.30				579.7	ORUCERO		
126 P							587.1	BASIN		
70 P							592.5	AFTON		
125 P			11.52PM				596.7	DUNN		
117 P			12.01AM				601.6	FIELD		
117 P							606.2	MANIX		
117 PW			12.12				610.7	HARVARD		
115 P			12.18	6.35	10.28	5.00	615.7	TOOMEY		
OPWY	A 7.00AM	A 7.15AM	A 12.30AM	A 6.43PM	A 10.40AM	A 5.10AM	620.8	DN-R YERMO YL BN		
								171.0		

(7.15) (5.30) (4.15) (2.43) (3.20) (2.45) Thru Time
23.5 31.1 40.2 62.3 51.3 62.2 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	Time-Table No. 14 June 6, 1954	Mile-Post	FIRST CLASS				SECOND CLASS	
			38 Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight
			STATIONS					
OPTWYZ	DN-R LAS VEGAS YL VG	884.2	A 5.00AM	A 6.15PM	A 8.40PM	A 11.45PM	A 10.30AM	A 11.45PM
117 P	BRACKEN	829.8	4.45	5.59	8.30	11.35		
Y	BOLDER JCT.	827.0						
107 PW	ARDEN A	822.5	f 4.35					
104 P	SLOAN SX	815.0	f 4.22					
115 P	ERIE	809.8	4.10					
116 P	JEAN JE	801.1	s 3.55					
118 P	BORAX	296.8						
86 P	ROACH	291.7						
125 P	CALADA	287.2						
118 PW	DESERT	282.5	3.20					
117 P	NIPTON CH	277.5	f 3.15					
117 P	MOORE	272.1	3.05					
117 P	IVANPAH	267.5	f 2.59					
117 P	BRANT	262.9	2.50					
106 P	JOSHUA	258.0						
103 } 107 }	OIMA YL	254.2	f 2.38					
115 P	CHASE	250.2						
117 P	ELORA	247.1	2.20					
118 P	DAWES	243.4						
117 P	HAYDEN	239.1						
OPWY	DN KELSO YL FO	235.5	s 1.55	s 4.10	6.45	9.50		
114 P	FLYNN	230.6						
117 P	KERENS	225.9	1.38					
81 P	GLASGOW	221.9	1.33					
106 PW	SANDS	217.6	1.27					
117 P	BALOH	211.9	1.21					
117 P	ORUCERO	204.8	1.15					
126 P	BASIN	196.9						
70 P	AFTON	191.5						
125 P	DUNN	187.8	12.55					
117 P	FIELD	182.4	12.50					
117 P	MANIX	177.8						
117 PW	HARVARD	173.3	12.41					
115 P	TOOMEY	168.3						
OPWY	DN-R YERMO YL BN	168.2	12.30AM	2.53PM	5.38PM	8.45PM	2.45AM	4.45PM
			Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (4.30) (3.22) (3.02) (3.00) (7.45) (7.00)
Average speed per hour..... 38.0 50.8 56.4 57.0 22.0 24.4

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. 14 June 6, 1954	
Car capacity of sidings, etc. See Rule 6(A), Page 8	SECOND CLASS		FIRST CLASS				C.T.C.		STATIONS	
	299 Stock Special	259 Time Freight	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	37 Passenger			DN-R YERMO YL BN 4.6 DN DAGGETT H 8.8 BARSTOW BA 80.8 SAN BERNARDINO B 8.5 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 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 8.1 SPADRA 4.5 WALNUT 7.4 D HILLGROVE 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 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
	Daily	Daily	Daily	Daily	Daily	Daily				
OPWT	7.45AM	8.00AM	6.43PM	10.45AM	5.10AM	12.45AM	620.8			
IP			6.50PM	10.53AM	5.18AM	12.53AM	625.4			
			7.00	11.08AM	5.28	1.15	634.2			
			8.55	1.15PM	7.25	3.40	715.0			
			9.03	1.25	7.33	3.50	718.5			
IP			9.13PM	1.35PM	7.43AM	4.00AM	724.8			
P			9.15	1.40	7.45	4.15	725.5			
AI							727.8			
124 P						4.25	729.2			
113 P							730.0			
122 YP							734.7			
122 P						4.40	737.4			
I							744.9			
PW				2.01		5.00	745.2			
123 P							747.5			
P							750.0			
P				2.11	8.10	5.20	751.0			
118 P							754.1			
122 P						5.31	758.6			
122 PW						5.40	766.0			
P							772.1			
118 P						5.55	772.7			
67 P						6.05	774.5			
				10.10	2.50	8.40	777.8			
OPWTZ	A 3.30PM	A 5.00PM					777.4			
P							780.2			
							781.8			
							788.0			
I				10.23	3.08	8.53	788.9			
I							784.0			
IP				A 10.30PM	A 3.15PM	A 9.00AM	A 7.00AM	784.7		

(7.45) (9.00) (3.47) (4.30) (3.50) (6.15) Thru Time
 20.2 17.4 43.8 36.4 42.8 26.2 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.

		SECOND SUBDIVISION				EASTWARD		Distance from Salt Lake City	Time-Table No. 14 June 6, 1954		
Car capacity of sidings, etc. See Rule 6(A), Page 8	C.T.C.	FIRST CLASS				SECOND CLASS			C.T.C.	STATIONS	
		10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight			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 0.8 DN ONTARIO YL RA 2.8 SUNSWEEET 2.5 S. P. CROSSING 1.0 DN POMONA YL PO 8.1 SPADRA 4.5 WALNUT 7.4 D HILLGROVE 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 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
		Daily	Daily	Daily	Daily	Daily	Daily				
OPWT		A 2.50PM	A 5.38PM	A 8.45PM	A 12.20AM	A 4.00PM	A 2.00AM	168.2			
IP		2.38PM	5.30PM	8.37PM	12.08AM			158.6			
			2.25	5.20	8.27	11.55PM		150.1			
			12.20	3.30	6.38	9.35	11.00	67.8			
			12.07PM	3.20	6.25	9.15	10.00	64.5			
IP		11.57AM	3.10PM	6.15PM	9.00PM			58.2			
P		11.55	3.07	6.13	8.55			57.5			
AI								55.2			
124 P								58.8			
113 P								58.0			
122 YP								48.8			
122 P							8.28	45.6			
I								38.1			
PW		11.28			8.15			37.8			
123 P								35.5			
P								33.0			
P								32.0			
118 P		11.20		5.45	8.05			28.9			
122 P							7.45	24.4			
122 PW							7.37	17.0			
P								10.9			
118 P							7.30	10.8			
67 P								8.5			
				10.50	2.20	5.20	7.25	5.7			
OPWTZ								5.6			
P								2.8			
								1.7			
								0.0			
I											
I											
IP		10.30AM	2.00PM	5.00PM	7.00PM						

Thru Time (4.20) (3.38) (3.45) (5.20) (9.00) (8.15)
 Average speed per hour 38.1 45.1 44.0 30.9 17.5 19.0

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

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 14		Mile-Post
		June 6, 1954		
STATIONS				
	0.0		WHITTIER JCT.	0.0
	0.1		S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
I	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	20.0
20.0				

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 14		Mile-Post
		June 6, 1954		
STATIONS				
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON YL 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;
 - R —train register;
 - YL—yard limits.
- The following letters placed in columns provided in time-table indicate:
- C —coal;
 - I —interlocking;
 - O —oil;
 - P —dispatcher's telephone;
 - T —turntable;
 - W—water;
 - X—cross-over;
 - Y —wye;
 - Z —track scales;
 - AI —automatic interlocking signals;
 - CS —center siding;
 - ES —eastward siding;
 - WS —westward siding;
 - RCS—remote control switch.

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. 14		Mile-Post
		June 6, 1954		
STATIONS				
		OPWYZ		
	8.1	Tfr	DN HOBART YL J	8.1
	8.6		L. A. JOT. BY CROSSING YL	8.6
	5.1	AI	P. E. CROSSING YL	5.1
15	5.8	P	BELL YL	5.8
77	7.4	AI	S. P. CROSSING	7.4
	9.4		WORKMAN	9.4
13	11.2	AI	P. E. CROSSING	11.2
	12.5	P	D PARAMOUNT YL HY	12.5
73	14.8	P	RIOCO YL	14.8
75	14.6		DOUGLAS JOT. YL	14.6
	17.4	I	P. E. CROSSING	17.4
96	19.1	P	D MANUEL MU	19.1
	21.7	I	S. P. CROSSING	21.7
	21.9	I	P. E. CROSSING	21.9
	22.8	P	DN MEAD TFR. YL WI	22.8
	23.2	I	HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2	PWY	TERMINAL ISLAND YL	24.2
	25.9	P	EAST SAN PEDRO YL	25.9
28.1				

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

Designation "Str."—Train with Diesel-electric Locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam Locomotive and all passenger train equipment; train with Diesel-electric Locomotive 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; Locomotive without cars.

When Diesel-electric passenger Locomotive 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 30 miles per hour.

When a freight Locomotive 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. 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
DLS and Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60 50	Trains handling water cars converted from Vanderbilt type locomotive 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 locomotives 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 Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
Diesel-electric Locomotive 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 cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric freight and road switch locomotives.	65	65		When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling scale test cars: 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	20
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	Wye tracks.	6	6	6

FIRST SUBDIVISION

Las Vegas Between M.P. 335.3 and 332.5.	20	20	20	Cima to Kelso Diesel-electric Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.	45	45
Arden 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 Locomotive with dynamic brake in operation.	30	
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes Cima to Kelso		20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation Cima to Kelso		35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands		40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert		40
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)

Table with columns for Location, Miles Per Hour (Str., Psgr., Frt.), and Location, Miles Per Hour (Str., Psgr., Frt.). Rows include Cima to Kelso (All freight and mixed trains), Cima to Kelso (Streamline trains), and Kelso (Between Signals 2359 and 2352).

SECOND SUBDIVISION

Table with columns for Location, Miles Per Hour (Str., Psgr., Frt.), and Location, Miles Per Hour (Str., Psgr., Frt.). Rows include Yermo, Spadra, Walnut, Hillgrove, Riverside Jct., Whittier Jct., Montebello, East Yard, and Pomona.

BRANCHES

Table with columns for Location, Miles Per Hour (Psgr., Frt.), and Location, Miles Per Hour (Psgr., Frt.). Rows include Boulder City Branch, Blue Diamond Spur, Crestmore Branch, and Anaheim Branch.

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:

Table showing Eastward and Westward mileposts: Eastward (M.P. 309.8, 308.8) and Westward (M.P. 314.6, 191.3, 187.5).

STATIONS NOT SHOWN ON SCHEDULE PAGES

Table with columns for Location, Mile Post, Car Capacity, Switch Connection, Location, Mile Post, Car Capacity, Switch Connection. Rows include First, Second, Boulder City, Crestmore, Anaheim, Glendale Branch, Pasadena Branch, San Pedro Branch, and Lakewood Branch.

SET OUT TRACKS

Table with columns for Location, Mile Post, Car Capacity, Switch Connection, Location, Mile Post, Car Capacity, Switch Connection. Rows include First Subdivision (Bracken to Dawes) and Second Subdivision (Bly to Montebello).

MILEAGE

Table showing Main Line (338.5) and Branches (92.6) totaling 431.1 miles.