

THIRD SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|-----|---|----------------|-------|-----|
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Moapa, between switches. | 75 | 50 | 35 | On curves as follows: Between Mile Posts— Byron (Continued) 382.7 and 383.7 | | | |
| Between Farrier and Caliente. Streamline trains must not exceed schedule speed. | | 50 | | | | | |
| Valley, airport spur. | | 25 | 25 | | | | |
| On curves as follows: Between Mile Posts— Wann 339.0 and 339.2 | 85 | 70 | 45 | | | | |
| 343.0 and 347.6 | 85 | 70 | 45 | | | | |
| Dike 348.4 and 350.7 | 40 | 40 | 30 | | | | |
| 351.0 and 351.1 | 70 | 65 | 45 | | | | |
| Apex 351.3 and 355.4 | 85 | 70 | 45 | | | | |
| 356.1 and 356.8 | 45 | 40 | 30 | | | | |
| 357.3 and 357.8 | 75 | 70 | 45 | | | | |
| Garnet 358.2 and 359.4 | 45 | 40 | 30 | | | | |
| 360.2 and 360.3 | 85 | 70 | 45 | | | | |
| 362.3 and 362.5 | 60 | 50 | 40 | | | | |
| Dry Lake 363.9 and 364.3 | 70 | 65 | 45 | | | | |
| 365.1 and 365.3 | 85 | 70 | 45 | | | | |
| Crystal 369.1 and 369.4 | 70 | 65 | 45 | | | | |
| Ute 376.7 and 377.2 | 85 | 70 | 45 | | | | |
| Byron 379.2 and 379.6 | 60 | 50 | 40 | | | | |
| 380.4 and 380.9 | 65 | 55 | 45 | | | | |
| 381.1 and 381.3 | 85 | 70 | 45 | | | | |

BRANCHES

| Location | Str. | Psgr. | Fr. | Location | Str. | Psgr. | Fr. |
|---|------|-------|---------|--|------|-------|-----|
| San Pedro Branch Maximum speed. | | 30 | 30 | Camp Anza Spur. | | 15 | 15 |
| Lead known as Consolidated Lumber Company track; On straight track. On curves. | | | 10 6 | Crestmore Branch. Between Riverside Jct. and Crestmore. | | | 20 |
| Vernon, city limits. | | 12 | 12 | Between Crestmore and Bly. | | | 15 |
| Henry Ford Ave. drawbridge. | | 15 | 15 | Boulder City Branch. Maximum speed. | | 25 | 25 |
| Pasadena Branch. | | 12 | 12 | Between M.P. 11.2 and 11.5. | | | 20 |
| Glendale Branch. | | 12 | 12 | Between M.P. 17.8 and 19.0. | | | 20 |
| Anaheim Branch. Maximum speed. | | 20 | 20 | St. Thomas Branch. Maximum speed. | | 20 | 20 |
| Between M.P. 2.0 and 2.5. | | 15 | 15 | Between M.P. 5.4 and 6.1. | | 10 | 10 |
| Between M.P. 12.0 and 13.0. | | 10 | 10 | | | | |

| 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' 30" | 24. |
| 31" | 116.1 | 42" | 85.7 | 53" | 67.9 | 1' 4" | 56.2 | 1' 25" | 42.3 | 2' 45" | 21.8 |
| 32" | 112.5 | 43" | 83.7 | 54" | 66.6 | 1' 5" | 55.3 | 1' 30" | 40. | 3' | 20. |
| 33" | 109.1 | 44" | 81.8 | 55" | 65.4 | 1' 6" | 54.5 | 1' 35" | 37.9 | 3' 30" | 17.1 |
| 34" | 105.9 | 45" | 80. | 56" | 64.2 | 1' 7" | 53.7 | 1' 40" | 36. | 4' | 15. |
| 35" | 102.9 | 46" | 78.3 | 57" | 63.1 | 1' 8" | 52.9 | 1' 45" | 34.3 | 5' | 12. |
| 36" | 100. | 47" | 76.6 | 58" | 62. | 1' 9" | 52.1 | 1' 50" | 32.7 | 6' | 10. |
| 37" | 97.3 | 48" | 75. | 59" | 61. | 1' 10" | 51.4 | 1' 55" | 31.3 | 7' | 8.3 |
| 38" | 94.7 | 49" | 73.5 | 1' | 60. | 1' 11" | 50.7 | 2' | 30. | 8' | 7.5 |
| 39" | 92.3 | 50" | 72. | 1' 1" | 59. | 1' 12" | 50. | 2' 15" | 26.6 | 10' | 6. |
| 40" | 90. | 51" | 70.6 | 1' 2" | 58. | 1' 15" | 48. | | | | |

F. C. PAULSEN General Manager
H. E. SHUMWAY General Superintendent Transportation
G. C. FISH Asst. General Manager
E. MARKSHEFFEL General Superintendent
V. W SMITH, Superintendent Los Angeles, Cal.
 E. J. HILTON, Terminal Superintendent. . . Los Angeles, Cal.
 H. S. BARRIS, Terminal Trainmaster. . . Los Angeles, Cal.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 G. W. TAYLOR, Assistant Superintendent. . . Las Vegas, Nev.
 H. S. JENSEN, Trainmaster. Las Vegas, Nev.
 R. F. WEISS, Master Mechanic. Los Angeles, Cal.
 E. W. PEACOCK,
 Road Foreman of Engines. Los Angeles, Cal.
 L. C. WILLIAMS,
 Road Foreman of Engines. Las Vegas, Nev.
 C. F. BAILEY, Road Foreman of Engines. . . Las Vegas, Nev.
 J. P. MACK, Division Engineer. Los Angeles, Cal.
 W. R. KEAY, General Roadmaster. Los Angeles, Cal.

Second and Third Subdivisions and Branches

T. W. FRENCH, Chief Train Dispatcher. . . Las Vegas, Nev.
 F. S. HIRSCH,
 Asst. Chief Train Dispatcher Las Vegas, Nev.
 R. L. GUNDY, Asst. Chief Train Dispatcher. Las Vegas, Nev.

First Subdivision and Branches

J. T. WARDENBURG,
 Chief Train Dispatcher Los Angeles, Cal.
 D. M. JONES,
 Asst. Chief Train Dispatcher Los Angeles, Cal.
 F. H. CRAWFORD,
 Asst. Chief Train Dispatcher Los Angeles, Cal.

Railroad Surgeons are located as shown below:

| NAME | TITLE | PLACE | TERRITORY |
|---------------------------|------------------|--------------------------|---------------------------------|
| DOUGLAS L. GAMETTE | Medical Director | Los Angeles, Cal. | |
| Hugh M. Mason . . . | Surgeon . . . | Los Angeles, Cal. . . . | |
| R. W. Lyster | Surgeon . . . | Los Angeles, Cal. . . . | |
| N. F. Sprague . . . | Surgeon . . . | Los Angeles, Cal. . . . | |
| C. S. Whitson . . . | Surgeon . . . | Los Angeles, Cal. . . . | |
| W. E. Bones | Surgeon . . . | Los Angeles, Cal. . . . | |
| R. A. Woodhull . . . | Oculist . . . | Los Angeles, Cal. . . . | |
| M. E. Trainor . . . | Oculist . . . | Los Angeles, Cal. . . . | |
| J. W. Bergmann . . . | Surgeon . . . | Santa Monica, Cal. . . . | Santa Monica to Los Angeles |
| G. R. Dunlevy . . . | Surgeon . . . | Hollywood, Cal. . . . | Hollywood and Beverly Hills |
| John C. Sharpe . . . | Surgeon . . . | West Los Angeles, Cal. | West Los Angeles |
| C. T. Poulson . . . | Surgeon . . . | Inglewood, Cal. . . . | Inglewood |
| W. W. Woods | Surgeon . . . | Alhambra, Cal. . . . | Alhambra and Monterey Park |
| John Cummings . . . | Surgeon . . . | Highland Park, Cal. . . | Highland Park and Eagle Rock |
| J. S. Hibben | Surgeon . . . | Pasadena, Cal. . . . | Pasadena to Los Angeles |
| H. R. McKeekin . . . | Surgeon . . . | Pasadena, Cal. . . . | Pasadena to Los Angeles |
| George D. Wells . . . | Surgeon . . . | Los Angeles, Cal. . . . | South Gate and Huntington Park |
| H. G. Westphal . . . | Surgeon . . . | Glendale, Cal. . . . | Glendale and vicinity |
| R. H. Munford . . . | Surgeon . . . | La Habra, Cal. . . . | La Habra and vicinity |
| Ralph B. Eusden . . . | Surgeon . . . | Long Beach, Cal. . . . | Long Beach to Hynes |
| R. W. Stellar | Surgeon . . . | Wilmington, Cal. . . . | San Pedro to Long Beach |
| Ellwood L. Schultz . | Surgeon . . . | East Los Angeles, Cal. | East Los Angeles and Montebello |
| R. V. Graves | Surgeon . . . | Fullerton, Cal. . . . | Fullerton to Anaheim |
| W. W. Schultz . . . | Surgeon . . . | Puente, Cal. . . . | Rowland and vicinity |
| R. E. Fisher | Surgeon . . . | Pomona, Cal. . . . | Rowland to Ontario |
| W. A. Sullivan . . . | Surgeon . . . | Ontario, Cal. . . . | Riverside to Pomona |
| T. A. Card | Surgeon . . . | Riverside, Cal. . . . | Colton to Ontario |
| John L. Nevin . . . | Surgeon . . . | San Bernardino, Cal. | Colton to Hesperia |
| P. W. Lawler | Surgeon . . . | Victorville, Cal. . . . | Hesperia to Barstow |
| J. E. Ballachey . . . | Surgeon . . . | Yermo, Cal. . . . | Barstow to Calada |
| J. J. Hamill | Surgeon . . . | Las Vegas, Nev. . . . | Roach to Dry Lake |
| Claude E. Scruggs . . | Surgeon . . . | Las Vegas, Nev. . . . | Las Vegas |
| Edward R. Cox . . . | Surgeon . . . | Las Vegas, Nev. . . . | Las Vegas |
| J. B. Denman | Surgeon . . . | Caliente, Nev. . . . | Crestline to Moapa |

MILEAGE

| | |
|---------------------|-------|
| Main Line | 460.2 |
| Branches | 103.8 |
| Total | 564.0 |

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



LOS ANGELES DIVISION

TIME-TABLE No. 25

Effective Sunday,
June 2, 1946
at 12:01 A. M. Pacific Time

TODAY IS SAFETY DAY

FOR EMPLOYEES ONLY

CONDENSED TIME-TABLE

WESTWARD

| FIRST CLASS | | | | | | | Distance from Salt Lake City | Time-Table No. 25 June 2, 1946 |
|-------------|-----------|-----------------------|-----------|----------------------|-----------|-------|------------------------------|-----------------------------------|
| 43 | 1 | 103 | 3 | 7 | 37 | | | |
| Passenger | Passenger | Streamliner Passenger | Passenger | Challenger Passenger | Passenger | | | |
| Daily | Daily | ★ See note below | Daily | Daily | Daily | | | |
| 9.55PM | 8.40PM | 6.45PM | 4.30PM | 7.15AM | 7.05AM | 0.0 | MT OGDEN | |
| 10.50 | 9.30 | 7.25 | 5.20 | 8.10 | 7.55 | 86.8 | SALT LAKE CITY | |
| 11.15PM | 9.45PM | 7.30 | 5.35 | 8.55AM | 8.45 | | LYNNDYL | |
| 2.10AM | 12.09AM | 9.25 | 7.58 | 12.05PM | 11.55AM | 154.4 | MILFORD | |
| 4.20 | 1.45 | 10.35 | 9.30 | 2.10 | 2.00PM | 243.5 | LUND | |
| 5.10 | 2.24 | 11.02PM | 10.05PM | 3.05 | 2.50 | 278.9 | MT CALIENTE | |
| 7.40 | 4.20 | 12.40AM | 12.05AM | 5.30 | 5.15 | 360.8 | LAS VEGAS | |
| 6.55 | 3.30 | 11.45PM | 11.15PM | 4.45 | 4.30 | 486.1 | YERMO | |
| 10.30AM | 6.25 | 2.30AM | 2.10AM | 8.35PM | 8.10PM | 657.1 | BARSTOW | |
| 2.40PM | 10.05 | 5.17 | 6.00 | 1.15AM | 12.50AM | 670.5 | SAN BERNARDINO | |
| 3.10 | 10.25AM | 5.35 | 6.20 | 1.50 | 1.25 | 751.8 | COLTON | |
| 5.30 | 12.35PM | 7.33 | 8.25 | 4.30 | 4.20 | 754.8 | RIVERSIDE | |
| 5.38 | 12.41 | 7.40 | 8.32 | 4.40 | 4.30 | 761.8 | ONTARIO | |
| 5.55 | 12.55 | 7.54 | 8.45 | 5.05 | 4.55 | 781.5 | POMONA | |
| 6.28 | 1.21 | 8.16 | 9.09 | 5.43 | 5.33 | 787.3 | LOS ANGELES | |
| 6.35 | 1.29 | 8.22 | 9.17 | 5.50 | 5.40 | 821.0 | | |
| A 7.45PM | A 2.20PM | A 9.15AM | A 10.20AM | A 7.10AM | A 7.00AM | | | |

(22.50) (18.40) (15.30) (18.50) (24.55) (24.55) Thru Time
35.9 43.9 52.9 43.5 32.9 32.9 Average speed per hour

★Note. No. 103 leaves Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

CONDENSED TIME-TABLE

EASTWARD

| FIRST CLASS | | | | | | | Distance from Salt Lake City | Time-Table No. 25 June 2, 1946 |
|-------------|-----------|-----------|-----------------------|-----------|----------------------|-------|------------------------------|-----------------------------------|
| 44 | 4 | 2 | 104 | 38 | 8 | | | |
| Passenger | Passenger | Passenger | Streamliner Passenger | Passenger | Challenger Passenger | | | |
| Daily | Daily | Daily | ★ See note below | Daily | Daily | | | |
| 8.55AM | 5.35AM | 7.20AM | 9.10AM | 7.00PM | 7.10PM | 0.0 | MT OGDEN | |
| 7.50 | 4.45 | 6.30 | 8.30 | 6.10 | 6.15 | 86.8 | SALT LAKE CITY | |
| 7.15 | 4.30 | 6.15 | 8.25 | 5.30 | 5.35 | | LYNNDYL | |
| 4.05 | 2.05 | 3.50 | 6.25 | 3.00 | 3.10 | 154.4 | MILFORD | |
| 1.40 | 12.35AM | 2.20 | 5.15 | 1.10 | 1.20 | 243.5 | LUND | |
| 12.35AM | 11.57PM | 1.35AM | 4.48 | 12.15PM | 12.25PM | 278.9 | MT CALIENTE | |
| 10.20PM | 10.00 | 11.35PM | 3.10 | 10.05AM | 10.20AM | 360.8 | LAS VEGAS | |
| 9.10 | 8.50 | 10.25 | 2.05AM | 8.50 | 9.05 | 486.1 | YERMO | |
| 5.45 | 6.00 | 7.30 | 11.25PM | 5.35 | 5.55 | 657.1 | BARSTOW | |
| 1.25 | 2.25 | 3.55 | 8.12 | 1.30 | 1.50 | 670.5 | SAN BERNARDINO | |
| 12.50PM | 1.50PM | 3.20 | 7.55 | 12.50AM | 1.10AM | 751.8 | COLTON | |
| 10.35AM | 11.50AM | 1.20 | 6.10 | 10.40PM | 10.50PM | 754.8 | RIVERSIDE | |
| 10.17 | 11.37 | 1.05 | 5.57 | 10.20 | 10.32 | 761.8 | ONTARIO | |
| 10.05 | 11.27 | 12.55 | 5.48 | 10.10 | 10.20 | 781.5 | POMONA | |
| 9.22 | 11.00 | 12.29 | 5.27 | 9.33 | 9.38 | 787.3 | LOS ANGELES | |
| 9.08 | 10.52 | 12.21PM | 5.20 | 9.25 | 9.30 | 821.0 | | |
| 8.00AM | 10.00AM | 11.30AM | 4.30PM | 8.30PM | 8.35PM | | | |
| Daily | Daily | Daily | ★ See note below | Daily | Daily | | | |

Thru Time (23.55) (18.35) (18.50) (15.40) (21.30) (21.35)
Average speed per hour 34.2 44.1 43.5 52.4 38.2 38.0

★Note. No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

WESTWARD — PASADENA BRANCH — EASTWARD

| Time-Table No. 25 June 2, 1946 | | | |
|--|--|------------------------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A). | Distance from First Street Los Angeles | STATIONS | Mile-Post |
| I | 0.9 | PASADENA JCT. YL | 0.9 |
| | | 0.1 ALHAMBRA AVE. YL | |
| I | 1.0 | S. P. Crossing | 1.0 |
| | | 0.6 GLENDALE JCT. YL | |
| I | 1.6 | 1.1 AVENUE 88 YL | 1.6 |
| | | 2.7 HIGHLAND PARK YL | |
| | | 5.4 A. T. and S. F. Crossing | 5.4 |
| 8 | 8.4 | 8.0 RAYMOND YL (Spur) | 8.4 |
| | | 0.6 FAIR OAKS AVE. YL | |
| | | 9.0 P. E. Crossing | 9.0 |
| | | 0.4 CALIFORNIA ST. YL | |
| 19 | 9.8 | 0.4 PASADENA YL FH | 9.8 |
| | | 8.9 | |

WESTWARD — GLENDALE BRANCH — EASTWARD

| Time-Table No. 25 June 2, 1946 | | | |
|--|--|-------------------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A). | Distance from First Street Los Angeles | STATIONS | Mile-Post |
| I | 1.6 | GLENDALE JCT. YL | 1.6 |
| | | 0.4 AVENUE 18 YL | |
| | | 2.0 DAYTON AVE. TWR. YL | 2.0 |
| | | 2.5 ARROYO JCT. YL | 2.5 |
| | | 4.6 DELAY DRIVE YL | 4.6 |
| 4 | 5.0 | 0.2 FLETCHER DRIVE YL | 5.0 |
| | | 5.2 FOREST LAWN YL | 5.2 |
| | | 0.6 GLENDALE YL | |
| 3 | 5.8 | 1.9 GLENDALE YL | 5.8 |
| | | 7.7 | 7.7 |

Dayton Ave. Tower is shown for information only. 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.

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE..CHICAGO
R. V. Owens, General Supervisor of Time Service

Omaha Caliente..... J. D. Morris
Las Vegas..... M. J. Christensen
San Bernardino..... M. G. Hale, 412 Third St.
Colton..... C. G. Miller, 152 No. 8th St.

Riverside..... Swanson's Jewelry Store, 3623 8th St.
San Pedro..... A. J. Bryngelson, 261 West 6th St.
Long Beach..... Boyson Jewelry Co., 215 Pine Ave.
Pasadena..... Arnold's Jewelry Co., 345 East Colorado St.
Huntington Park..... Podmore Jewelers, 6822 Pacific Bl.
Huntington Park..... Ostermier Jewelers, 7920 Seville Ave.
Los Angeles..... Geo. D. Davidson Co., 445 So. Spring St.

Los Angeles..... H. S. Downs, 4632 Whittier Blvd.
Los Angeles..... Blake's Jewelry Co., 1238 East 7th St.
Los Angeles..... Bach-Bakula, Inc., 610 South Main St.
Room 103, Lobby Pacific Electric Bldg.
Los Angeles..... Dooley Bros., Jewelers, 905 East 1st St.
Alhambra..... H. E. Wellman, 28 East Main

WESTWARD — ANAHEIM BRANCH — EASTWARD

| Time-Table No. 25 June 2, 1946 | | | |
|--|-----------------------------|----------------------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A). | Distance from Whittier Jct. | STATIONS | Mile-Post |
| | 0.0 | WHITTIER JCT. YL | 0.0 |
| | | 2.8 WHITTIER YL WR | |
| 18 | 2.8 | 7.4 LA HABRA HA | 2.8 |
| | | 9.7 PAC. ELEC. CROSSING | 9.7 |
| | | 0.8 SUNNY HILLS | |
| 6 | 10.5 | 8.8 A. T. & S. F. CROSSING | 10.5 |
| | | 1.7 FULLERTON RN | |
| | | 15.5 ANAHEIM YL MN | 15.5 |
| 11 | 17.8 | 2.7 | 17.8 |
| 40 | 20.0 | 20.0 | 20.0 |

WESTWARD — CRESTMORE BRANCH — EASTWARD

| Time-Table No. 25 June 2, 1946 | | | |
|--|------------------------------|-----------------------|-----------|
| Car capacity of sidings, etc. See Rule 6(A). | Distance from Riverside Jct. | STATIONS | Mile-Post |
| I | 0.0 | RIVERSIDE JCT. YL | 0.0 |
| | | 0.8 S. P. INTERCHANGE | |
| F | 0.8 | 0.7 FAIRMONT PARK | 0.8 |
| | | 1.0 ALAMO (Spur) | 1.0 |
| 16 | 1.8 | 2.2 CRESTMORE YL | 1.8 |
| | | 3.5 | |
| WFF | 3.5 | | 3.5 |

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Standard clocks are located as shown below:

Caliente..... Telegraph Office
Caliente..... Depot Register Room
Caliente..... Enginemen's Register Room
Las Vegas..... Freight Enginemen's Locker Room
Las Vegas..... Passenger Enginemen's Locker Room
Las Vegas..... Conductor's Register Room
Las Vegas..... Telegraph Office

Las Vegas..... Yard Office
Las Vegas..... Dispatcher's Office
Kelso..... Telegraph Office
Kelso..... Enginemen's Locker Room
Yermo..... Telegraph Office
Yermo..... Yard Office
Yermo..... Enginemen's Locker Room

San Bernardino..... Union Pacific Round House
East Yard..... Enginemen's Locker Room
East Yard..... Telegraph Office
Los Angeles..... Dispatcher's Office
Los Angeles..... Union Station Telegraph Office
Los Angeles..... Union Station Enginemen's Locker Room

| WESTWARD | | THIRD SUBDIVISION | | | | | | | Time-Table No. 25 | |
|---|--------|-----------------------|----------------------|---|---|--|--------------------|--------------------|------------------------------|----------------------|
| | | FIRST CLASS | | | | | | | June 2, 1946 | |
| Car capacity of sidings, etc. See Rule 6 (A). | WFTTP | 103 | 3 | 7 | 37 | | 43 | 1 | Distance from Salt Lake City | STATIONS |
| | | Streamliner Passenger | Passenger | Challenger Passenger | Passenger | | Passenger | Passenger | | |
| | | ★See note below | Daily | Daily | Daily | | Daily | Daily | | |
| | | 11.45PM | 11.15PM | 4.45PM | 4.30PM | | 6.55AM | 3.30AM | 824.5 | DN-R CALIENTE YL OS |
| 89 | P | 11.51 | 11.21 | 4.53 | 4.38 | | 7.04 | 3.36 | 829.5 | 5.0 ETNA |
| 68 | P | 11.59PM | 11.29 | 5.01 | 4.46 | | 7.12 | 3.44 | 884.5 | 5.0 STINE |
| 96 | P | 12.07AM | 11.37 | 5.09 | 4.54 | | 7.20 | 3.52 | 889.1 | 4.6 BOYD |
| 98 | WP | 12.18 | 11.48 | 5.20 | 5.05 | | f 7.31 | 4.03 | 845.6 | 6.5 ELGIN |
| 72 | P | 12.25 | 11.55PM | 5.27 | 5.12 | | 7.38 | 4.10 | 849.9 | 4.8 KYLE |
| 87 | TP | 12.32 | 12.03AM | 5.35 | 5.20 | | 7.53 ³⁸ | 4.18 | 854.9 | 5.0 LEITH |
| 72 | P | 12.38 | 12.09 | 5.41 | 5.27 | | 8.01 ⁸ | 4.24 | 860.0 | 5.1 OLOUD |
| 100 80 | WFP | 12.43 | 12.15 | 5.47 | 5.34 | | f 8.08 | 4.30 | 864.9 | 4.9 CARP |
| 98 | P | 12.51 | 12.24 | 5.56 | 5.43 | | 8.17 | 4.39 | 870.5 | 5.6 VIGO |
| 67 | P | 12.59 | 12.32 | 6.04 | 5.51 | | 8.25 | 4.47 | 875.5 | 5.0 GALT |
| 72 | P | 1.07 | 12.40 ¹⁰⁴ | 6.12 | 5.59 | | 8.33 | 4.55 | 881.1 | 5.6 HOYA |
| 111 | WP | 1.12 | 12.49 | 6.20 | 6.07 | | 8.41 | 5.03 | 886.1 | 5.0 ROX |
| 92 | P | 1.18 | 12.55 | 6.30 | 6.13 | | 8.47 | 5.09 | 890.6 | 4.5 FARRIER |
| 72 | P | 1.23 | 1.01 | 6.36 | 6.19 | | 8.53 | 5.15 | 895.9 | 5.3 ACTON |
| 115 | WTP | 1.28 | 1.07 | f 6.51 ⁴⁴ f 6.57 ⁴ | f 6.26 | | f 9.03 | 5.20 | 400.9 | 5.0 DN MOAPA MA |
| 73 | P | 1.33 | 1.13 | 7.05 | 6.31 | | 9.10 | 5.26 | 405.9 | 5.0 BYRON |
| 89 | P | 1.38 | 1.18 | 7.10 | 6.36 ⁴⁴ 6.45 ⁴ | | 9.15 | 5.30 | 410.5 | 4.6 UTE |
| 71 | P | 1.43 | 1.23 | 7.16 | 6.55 | | 9.20 | 5.35 | 415.4 | 4.9 CRYSTAL |
| 82 | WP | 1.48 | 1.28 | 7.24 | 7.04 | | 9.27 | 5.41 | 421.0 | 5.6 DRY LAKE |
| 73 | P | 1.53 | 1.34 | 7.31 | 7.12 | | 9.34 | 5.47 | 426.5 | 5.5 GARNET |
| 88 | P | 1.59 | 1.40 | 7.38 | 7.20 | | 9.43 | 5.53 | 432.0 | 5.0 APEX |
| 73 | P | 2.05 | 1.46 | 7.45 ² | 7.25 | | 9.50 | 5.59 ³⁸ | 437.0 | 4.8 DIKE |
| 71 | P | 2.09 | 1.50 | 7.55 | 7.29 | | 9.55 | 6.03 | 441.6 | 3.7 VALLEY |
| 97 | P | 2.12 | 1.53 | 8.00 | 7.35 ² | | 10.01 | 6.06 ⁸ | 445.8 | 4.5 WANN |
| | WFTTOP | A 2.20AM | A 2.00AM | A 8.10PM | A 7.45PM | | A 10.15AM | A 6.15AM | 449.8 | DN-R LAS VEGAS YL VG |
| | | | | | | | | | 125.8 | |

(2.35) (2.45) (3.25) (3.15) (3.20) (2.45) Thru Time
48.3 45.5 36.3 38.5 37.5 45.5 Average speed per hour

★Note. No. 103 will run only on the following dates: Due to leave Caliente on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.
No. 43 will stop at any station to pick up or discharge revenue passengers.

| | | THIRD SUBDIVISION | | | | | | | Time-Table No. 25 | |
|---|--------|--------------------|--|----------------------|---------------------|----------------------|--------------------|-----------------------|-------------------|----------------------|
| | | FIRST CLASS | | | | | | | June 2, 1946 | |
| Car capacity of sidings, etc. See Rule 6 (A). | WFTTP | 38 | | 8 | 44 | 4 | 2 | 104 | Mile-Post | STATIONS |
| | | Passenger | | Challenger Passenger | Passenger | Passenger | Passenger | Streamliner Passenger | | |
| | | Passenger | | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| | | A 8.50AM | | A 9.05AM | A 9.10PM | A 8.50PM | A 10.25PM | A 2.05AM | 459.5 | DN-R CALIENTE YL CS |
| 89 | P | 8.36 | | 8.51 | 8.56 | 8.41 | 10.12 | 1.55 | 454.5 | 5.0 ETNA |
| 68 | P | 8.28 | | 8.43 | f 8.48 | 8.33 | 10.04 | 1.47 | 449.5 | 5.0 STINE |
| 96 | P | 8.20 | | 8.35 | 8.39 | 8.25 | 9.56 | 1.39 | 444.9 | 4.6 BOYD |
| 98 | WP | 8.08 | | 8.23 | f 8.28 | 8.14 | 9.45 | 1.28 | 488.4 | 6.5 ELGIN |
| 72 | P | 8.01 | | 8.16 | f 8.20 | 8.07 | 9.38 | 1.22 | 484.1 | 4.8 KYLE |
| 87 | TP | 7.53 ⁴³ | | 8.08 | f 8.12 | 7.59 | 9.30 | 1.15 | 429.1 | 5.0 LEITH |
| 72 | P | 7.42 | | 8.01 ⁴³ | 8.04 | 7.53 | 9.23 | 1.08 | 424.0 | 5.1 OLOUD |
| 100 80 | WFP | 7.34 | | 7.54 | f 7.58 | 7.47 | 9.16 | 1.01 | 419.1 | 4.9 CARP |
| 98 | P | 7.20 | | 7.40 | 7.44 | 7.38 | 9.06 | 12.53 | 418.5 | 5.6 VIGO |
| 67 | P | 7.12 | | 7.32 | f 7.36 | 7.30 | 8.57 | 12.46 | 408.5 | 5.0 GALT |
| 72 | P | 7.04 | | 7.24 | f 7.27 | 7.22 | 8.49 | 12.40 ³ | 402.9 | 5.6 HOYA |
| 111 | WP | 6.56 | | 7.16 | f 7.14 ⁴ | f 7.14 ⁴⁴ | 8.41 | 12.33 | 397.9 | 5.0 ROX |
| 92 | P | 6.50 | | 7.10 | 7.02 | 7.08 | 8.34 | 12.27 | 398.4 | 4.5 FARRIER |
| 72 | P | 6.44 | | 7.04 | 6.57 | 7.02 | 8.28 | 12.21 | 388.1 | 5.3 ACTON |
| 115 | WTP | f 6.39 | | 6.59 | f 6.51 ⁷ | 6.57 ⁷ | 8.23 | 12.16 | 388.1 | 5.0 DN MOAPA MA |
| 73 | P | 6.32 | | 6.53 | f 6.42 | 6.49 | 8.17 | 12.10 | 378.1 | 5.0 BYRON |
| 89 | P | 6.28 | | 6.48 | 6.36 ³⁷ | 6.45 ³⁷ | 8.13 | 12.06 | 378.5 | 4.6 UTE |
| 71 | P | 6.23 | | 6.43 | f 6.28 | 6.40 | 8.08 | 12.02AM | 368.6 | 4.9 CRYSTAL |
| 82 | WP | 6.17 | | 6.37 | f 6.22 | 6.34 | 8.03 | 11.56PM | 368.0 | 5.6 DRY LAKE |
| 73 | P | 6.11 | | 6.31 | f 6.15 | 6.28 | 7.57 | 11.50 | 357.5 | 5.5 GARNET |
| 88 | P | 6.05 | | 6.25 | 6.09 | 6.22 | 7.51 | 11.44 | 352.0 | 5.0 APEX |
| 73 | P | 5.59 ¹ | | 6.16 | 6.03 | 6.16 | 7.45 ⁷ | 11.38 | 347.0 | 4.8 DIKE |
| 71 | P | 5.46 | | 6.11 | 5.57 | 6.10 | 7.38 | 11.34 | 342.4 | 3.7 VALLEY |
| 97 | P | 5.41 | | 6.06 ¹ | f 5.51 | 6.06 | 7.35 ³⁷ | 11.30 | 338.7 | 4.5 WANN |
| | WFTTOP | 5.35AM | | 5.55AM | 5.45PM | 6.00PM | 7.30PM | 11.25PM | 334.2 | DN-R LAS VEGAS YL VG |
| | | Daily | | Daily | Daily | Daily | Daily | ★ See note below. | 125.3 | |

Thru Time (3.15) (3.10) (3.25) (2.50) (2.55) (2.40)
Average speed per hour..... 38.5 39.5 36.3 44.2 42.9 46.9

★Note. No. 104 will run only on the following dates: Due to leave Las Vegas on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.
No. 44 will stop at any station to pick up or discharge revenue passengers.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Car capacity, Class (43, 1, 3, 103, 7, 37), Time, and Distance from Salt Lake City. Includes train numbers and arrival/departure times.

Time-Table No. 25

June 2, 1946

STATIONS

Vertical list of stations including Yermo, Daggett, Barstow, San Bernardino, Colton, Riverside Jct., Magnolia Ave., Street, Arlington, Pedley, Mira Loma, Collins, S. P. Crossing, Ontario, Sun Sweet, Wo Tower, Pomona, Spadra, Walnut, Rowland, Hillgrove, Clayton, Whittier Jct., Pico, Montebello, East Los Angeles, Telegraph Road, East Yard, Downey Road, Soto St. Jct., Ninth St. Jct., First St., Pasadena Jct., and Los Angeles.

BLOCK SIGNALS

Double Track

Vertical text on the left side of the page providing operational notes and regulations for the train service.

Summary table showing average speeds and thru times for various train classes.

Operational notes and regulations at the bottom of the page, including instructions for passengers and crew.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Table with columns for Car capacity, Class (44, 4, 2, 104, 38, 8), Time, and Distance from Salt Lake City. Includes train numbers and arrival/departure times.

Time-Table No. 25

June 2, 1946

STATIONS

Vertical list of stations including Yermo, Daggett, Barstow, San Bernardino, Colton, Riverside Jct., Magnolia Ave., Street, Arlington, Pedley, Mira Loma, Collins, S. P. Crossing, Ontario, Sun Sweet, Wo Tower, Pomona, Spadra, Walnut, Rowland, Hillgrove, Clayton, Whittier Jct., Pico, Montebello, East Los Angeles, Telegraph Road, East Yard, Downey Road, Soto St. Jct., Ninth St. Jct., First St., Pasadena Jct., and Los Angeles.

BLOCK SIGNALS

Double Track

Vertical text on the right side of the page providing operational notes and regulations for the train service.

Summary table showing average speeds and thru times for various train classes.

Operational notes and regulations at the bottom of the page, including instructions for passengers and crew.

| WESTWARD | | SAN PEDRO BRANCH | | EASTWARD | | WESTWARD | | ST. THOMAS BRANCH | | EASTWARD | | | | | |
|--|--|-----------------------------------|-----|----------------|------|-----------|--|-------------------|-------------------|--------------|------------------|----------|-----|------|--------|
| Car capacity of sidings, etc. See Rule 6(A). | Distance from First Street Los Angeles | Time-Table No. 25 | | | | Mile-Post | Car capacity of sidings, etc. See Rule 6(A). | Second Class | Time-Table No. 25 | | | | | | |
| | | June 2, 1946 | | | | | | | Mile-Post | Second Class | June 2, 1946 | | | | |
| STATIONS | | | | | | STATIONS | | | | | | | | | |
| | 2.8 | DOWNEY ROAD YL | | | | 2.8 | 115 | WYP | 10.15AM | 0.0 | DN-R | MOAPA MA | 0.0 | A | 9.40AM |
| | 3.1 | DN | 0.3 | HOBART YL J | 3.1 | 11 | | 10.40 | 5.1 | | 5.1 | NARROWS | 5.1 | 9.25 | |
| | 3.6 | L. A. JOT. BY CROSSING YL | | | | 3.6 | 9 | | 11.05 | 10.2 | LOGANDALE | | | | |
| 85 | 4.2 | FRUITLAND YL | | | | 4.2 | 3 | | 11.15 | 12.8 | VIRGIN | | | | |
| | 5.1 | P. E. CROSSING YL | | | | 5.1 | 11 | | 11.30 | 14.8 | OVERTON | | | | |
| 15 | 5.8 | BELL YL | | | | 5.8 | | | | 16.7 | MEAD LAKE (Spur) | | | | |
| 77 | 7.4 | SOUTH GATE YL (S. P. Csg.) | | | | 7.4 | | | | | 16.7 | | | | |
| | 9.4 | WORKMAN | | | | 9.4 | | | | | 16.7 | | | | |
| 13 | 10.0 | RANCHO LOS AMIGOS (Spur) | | | | 10.0 | | | | | 16.7 | | | | |
| | 11.2 | P. E. CROSSING | | | | 11.2 | | | | | 16.7 | | | | |
| 61 | 12.5 | D | 1.3 | HYNES YL HY | 12.5 | | | | | 16.7 | | | | | |
| 78 | 14.3 | RICOO YL | | | | 14.3 | | | | | 16.7 | | | | |
| 75 | 14.6 | DOUGLAS JOT. YL | | | | 14.6 | | | | | 16.7 | | | | |
| | 17.4 | COTA P. E. Crossing | | | | 17.4 | | | | | 16.7 | | | | |
| 96 | 19.1 | MANUEL | | | | 19.1 | | | | | 16.7 | | | | |
| | 21.7 | THENARD S. P. and P. E. Crossings | | | | 21.7 | | | | | 16.7 | | | | |
| | 22.3 | DN | 0.6 | MEAD TFR YL WI | 22.3 | | | | | 16.7 | | | | | |
| | 23.2 | HENRY FORD BLV. DRAWBRIDGE YL | | | | 23.2 | | | | | 16.7 | | | | |
| | 24.2 | TERMINAL ISLAND YL | | | | 24.2 | | | | | 16.7 | | | | |
| | 25.9 | EAST SAN PEDRO YL | | | | 25.9 | | | | | 16.7 | | | | |
| | | 23.1 | | | | | | | | | 16.7 | | | | |

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 419 is superior to No. 420.—See Rule S-72.

SPEED RESTRICTIONS

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 a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 90 | 75 | 45 | 0-6-0 and 0-8-0 type yard engines. | | 20 | 20 |
| Inspection bus cars. | | 45 | 45 | Engines running backward. | | 20 | 20 |
| When caboose is handled in train consisting of passenger equipment. | | 50 | | 1100 Diesel switch engines in road service. | | 35 | 35 |
| 3800 and 3900 class and 2-10-2 and 4-10-2 type engines. | | 50 | 45 | Trains handling scale test cars: On main line. | | | 30 |
| MacArthur type engines with 63-inch drivers. | | 50 | 45 | On branch lines. | | | 20 |
| MacArthur type engines with 57-inch drivers. | | 35 | 35 | Trains handling loaded wooden Hart convertible cars: On main line. | | | 35 |
| 3500 class engines. | | 35 | 35 | On branch lines. | | | 20 |
| 1900 and 2100 class and Consolidation type engines. | | 30 | 30 | | | | |

| GENERAL—Continued | | | | | | | |
|---|----------------|-------|----------|--|----------------|-------|------|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Trains handling rock from Bly and trains handling empty flat cars in rock service. | | | 30 | Over spring switches, when using turnouts. | 15 | 15 | 15 |
| Trains handling company roadway machines on their own wheels: On straight track. On curves. | | | 30 25 | Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch. | 20 | 20 | 20 |
| Within yard limits on main line and passing fueling stations. | 50 | 40 | 25 | When using cross-overs or turnouts. | 15 | 15 | 15 |
| Within yard limits on branches. | | 30 | 15 | Through interlocking. | 30 | 30 | 30 |
| Through tunnels and on curves approaching tunnels. | 40 | 40 | 25 | Railroad crossings not protected by interlocking. | 15 | 15 | 15 |
| | | | | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| FIRST SUBDIVISION | | | | | | | |
| Los Angeles River Bridge, Pasadena Jct. | 15 | 15 | 15 | On curves as follows: Between Mile Posts— | | | |
| Between Pasadena Jct. and West M.P. 0.3. | 15 | 15 | 15 | Walnut | | | |
| Between West M.P. 0.3 and 1.7. | 25 | 25 | 20 | 25.1 and 25.3 | 70 | 65 | 45 |
| Between M.P. 1.7 and 2.2. | 15 | 15 | 15 | Spadra | | | |
| Between M.P. 2.2 and 2.9. | 25 | 25 | 20 | 29.1 and 29.5 | 70 | 65 | 45 |
| Pomona, within city limits. | 30 | 30 | 25 | Collins | | | |
| Bly, when using cross-over east of office. | | | 10 | 43.5 and 43.6 | 85 | 70 | 45 |
| On curves as follows: Between Mile Posts— | | | | Bly | | | |
| Montebello | | | | 47.9 and 48.8 | 85 | 70 | 45 |
| 8.8 and 9.0 | 85 | 70 | 45 | Pedley | | | |
| Clayton | | | | 49.9 and 50.7 | 70 | 65 | 45 |
| 13.6 and 13.9 | 70 | 65 | 45 | 51.8 and 52.3 | 65 | 55 | 45 |
| 15.1 and 15.3 | 55 | 45 | 35 | 53.4 and 53.8 | 60 | 50 | 40 |
| Rowland | | | | 55.4 and 56.0 | 55 | 45 | 35 |
| 20.5 and 21.0 | 85 | 70 | 45 | Daggett | | | |
| 23.6 and 23.8 | 70 | 65 | 45 | 158.8 and 159.0 | 15 | 15 | 15 |
| | | | | 161.4 and 161.7 | 40 | 40 | 25 |
| | | | | Yermo | | | |
| SECOND SUBDIVISION | | | | | | | |
| Yermo, passing station. | 25 | | | On curves as follows: Between Mile Posts— | | | |
| Kelso, passing station. | 25 | | | Balch | | | |
| Cima to Kelso. | 60 | 40 | 20 | 213.3 and 213.8 | 85 | 70 | 45 |
| All freight and mixed trains will consume 5 minutes running the first mile and 4 minutes the second mile, after leaving Cima, to avoid too rapid heating of wheels. | | | | Glasgow | | | |
| Cima to Kelso, any train handling four or more tourist cars. | | 30 | | 221.3 and 230.8 | 75 | 70 | 45 |
| Cima to Desert, 2800 and 3100 class engines running light. | | | 35 | Flynn | | | |
| Blue Diamond Spur. | | 12 | 12 | 230.9 and 231.2 | 70 | 65 | 45 |
| On curves as follows: Between Mile Posts— | | | | 232.1 and 232.6 | 85 | 70 | 45 |
| Yermo | | | | Cima to Erie | | | |
| 164.5 and 184.8 | 85 | 70 | 45 | 256.6 and 308.7 | 85 | 70 | 45 |
| Field | | | | Erie | | | |
| 186.2 and 189.0 | 70 | 65 | 45 | 309.3 and 309.8 | 70 | 65 | 45 |
| Dunn | | | | 310.1 and 311.0 | 85 | 70 | 45 |
| 189.1 and 189.4 | 55 | 45 | 35 | 311.7 and 311.9 | 70 | 65 | 45 |
| 189.5 and 190.9 | 60 | 50 | 45 | 312.1 and 312.5 | 45 | 40 | 30 |
| 191.2 and 191.6 | 80 | 70 | 45 | 312.6 and 313.6 | 80 | 70 | 45 |
| 191.8 and 192.0 | 60 | 50 | 45 | 314.6 and 315.0 | 40 | 40 | 30 |
| Afton | | | | Sloan | | | |
| 192.1 and 192.3 | 45 | 40 | 30 | 315.5 and 316.5 | 40 | 40 | 30 |
| 192.8 and 193.2 | 45 | 40 | 30 | 316.5 and 317.1 | 60 | 50 | 40 |
| 193.4 and 193.7 | 55 | 45 | 40 | 317.8 and 318.0 | 85 | 70 | 45 |
| 193.8 and 196.2 | 60 | 50 | 45 | 318.5 and 319.7 | 40 | 40 | 30 |
| 204.9 and 205.0 | 85 | 70 | 45 | Bard | | | |
| | | | | 320.6 and 321.0 | 65 | 55 | 45 |
| | | | | Arden | | | |
| | | | | 326.6 and 327.1 | 85 | 70 | 45 |
| | | | | Boulder Jct. | | | |