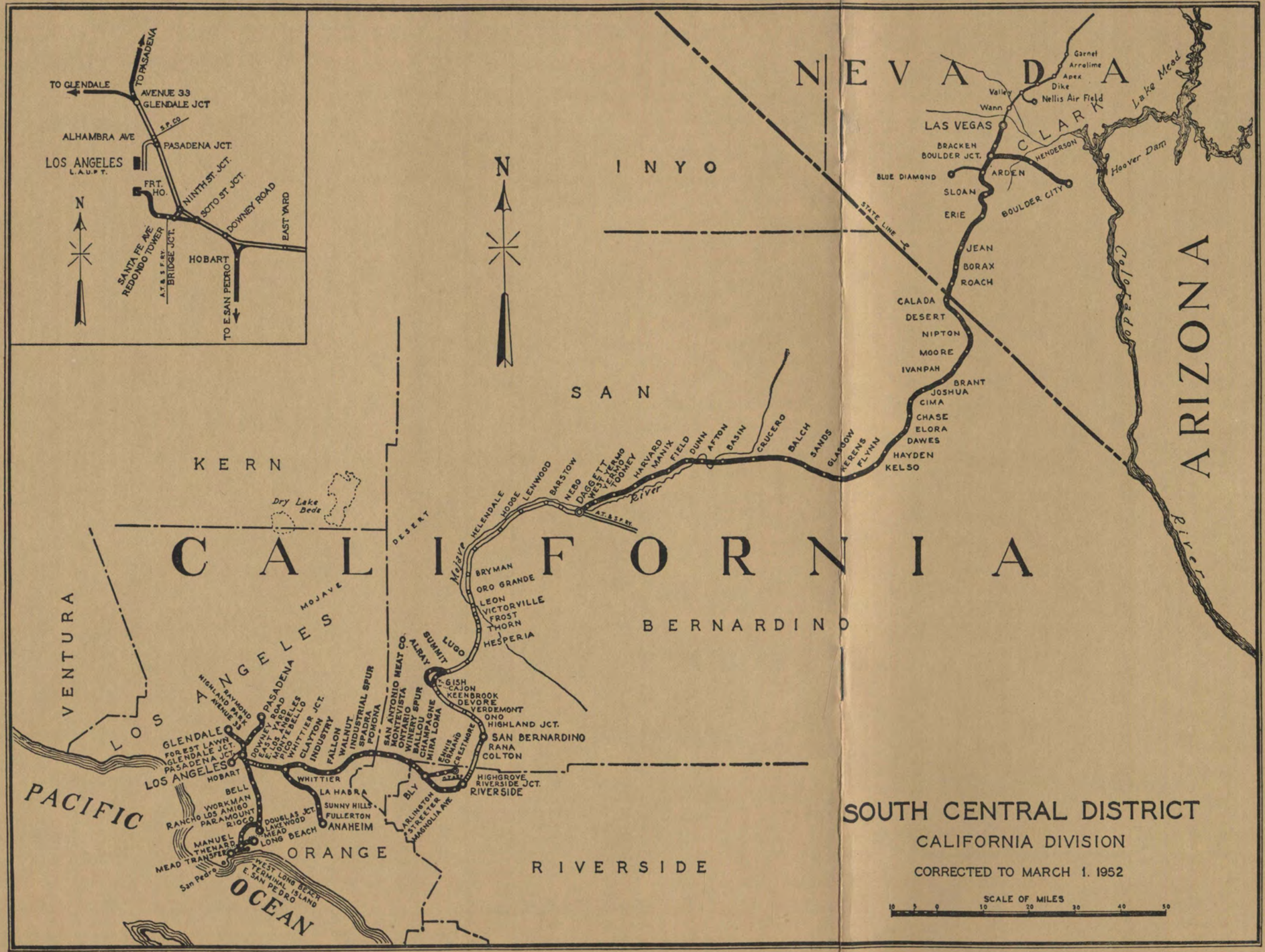

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

SAFETY FIRST

CALIFORNIA DIVISION

TIME-TABLE No. 24

Effective Sunday,

April 27, 1958

at 12:01 A. M. Pacific Time

Safety Always Makes a Suggestion

FOR EMPLOYES ONLY

Timetable 23 eff 12 January 1958
25 28 Sept 1958

G. A. CUNNINGHAM
General Manager

H. E. SHUMWAY
General Superintendent Transportation

V. W. SMITH, Superintendent.....Los Angeles, Cal.

W. J. FOX, Assistant Superintendent....Los Angeles, Cal.

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

J. I. STROSNIDER,
Assistant Terminal Superintendent...Los Angeles, Cal.

R. D. SMITH, Trainmaster.....San Bernardino, Cal.

R. L. RICHMOND, Trainmaster.....Las Vegas, Nev.

F. D. ACORD, Master Mechanic.....Salt Lake City, Utah

W. E. RAYMOND,
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.

F. G. SCHURMAN, Division Engineer...Los Angeles, Cal.

C. W. LEE, General Roadmaster.....Los Angeles, Cal.

C. E. LUCAS, Superintendent of
Safety and Courtesy .....Salt Lake City, Utah

G. R. TROUTMAN, Assistant Superintendent of
Safety and Courtesy .....Los Angeles, Cal.

C. W. CARTER, Safety and Courtesy
Representative .....Salt Lake City, Utah

First Subdivision and Branches

R. A. FORBES, Chief Train Dispatcher...Las Vegas, Nev.

R. L. GUNDY,
Asst. Chief Train Dispatcher.....Las Vegas, Nev.

J. T. WHISLER,
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.

H. W. STOKER,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

J. E. MUNCEY,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

J. L. HULIHAN,
Asst. Chief Train Dispatcher.....Los Angeles, Cal.

UNION PACIFIC RAILROAD EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS:

NAME	TITLE	PLACE
D. L. Gamette	District Surgeon ...	Los Angeles .....
W. W. Woods	Surgeon	Alhambra .....
D. P. Nebeker.....	Surgeon	Arcadia .....
M. F. Fink	Surgeon	Barstow .....
Wm. M. Clover	Surgeon	Barstow .....
C. S. Muller	Surgeon	Bell .....
A. L. Kobal	Surgeon	Covina .....
W. W. Meier	Surgeon	East Los Angeles ....
E. L. Smith	Surgeon	Montebello .....
E. M. Pettis	Surgeon	Fullerton .....
E. A. Taylor	Surgeon	Glendale .....
E. A. Westphal	Surgeon	Glendale .....
J. E. Cummings	Surgeon	Eagle Rock .....
C. T. Poulson	Surgeon	Inglewood .....
R. H. Munford	Surgeon	La Habra .....
J. B. Demman	Surgeon	Las Vegas .....
J. J. Hamill	Surgeon	Las Vegas .....
G. J. Madsen	Oculist	Las Vegas .....
C. G. Scruggs	Surgeon	Las Vegas .....
R. B. Eusden	Surgeon	Long Beach .....
D. C. Sigworth	Surgeon	Long Beach .....
W. H. Ball	Surgeon	Los Angeles .....
L. Allen Smith	Surgeon	Los Angeles .....
H. M. Mason	Physician	Los Angeles .....
H. H. Aram	Surgeon	Los Angeles .....
M. Beugelmans	Physician	Los Angeles .....
E. M. F. Weaver ...	Oculist & Aurist	Los Angeles .....
H. A. Baers	Oculist & Aurist	Los Angeles .....
W. W. Mead	Surgeon	Los Angeles-Compton .....
A. W. Williams	Surgeon	Los Angeles-La Brea .....
E. E. Wunderlich ...	Surgeon	Los Angeles-Palos Verdes .....
J. R. Brown	Surgeon	Lynwood .....
T. M. Hearn	Surgeon	North Hollywood ....
J. T. Morgan	Surgeon	Norwalk .....
W. A. Sullivan	Surgeon	Ontario .....
G. L. Barnum	Surgeon	Pasadena .....
Jack Segal	Surgeon	Pasadena .....
D. L. Hauck	Oculist	East Los Angeles ...
R. E. Fisher	Surgeon	Pomona .....
W. W. Schultz	Surgeon	Puente .....
T. A. Card	Surgeon	Riverside .....
C. M. Hadley	Oculist & Aurist ...	San Bernardino .....
Leland Jacobson	Surgeon	San Bernardino .....
N. E. Marsh	Surgeon	San Bernardino .....
J. E. Bergmann	Surgeon	Santa Monica .....
H. D. Orr	Surgeon	Victorville .....
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly Hills .....
G. E. Reames	Surgeon	Whittier .....
G. H. Quillen	Surgeon	Wilmington .....
F. W. Foncannon ...	Surgeon	Wilmington .....

Standard clocks are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD FIRST CLASS					Distance from Ogden	Time-Table No. 24 April 27, 1958	Mile Post	EASTWARD FIRST CLASS				
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger	115 Streamliner Passenger				116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS						
9.15	**6.55**	8.25	7.30		0.0	MT **OGDEN** MT	0.0		A 6.15	A 6.30	A 9.00	A **7.40**
10.05	**7.40**	9.10	8.20		36.3	**SALT LAKE CITY**	36.3		5.25	5.45	8.15	**6.45**
10.25	**7.50**	9.20	9.30				784.0		5.05	5.35	8.05	**6.00**
12.25	**9.39**	11.08	**12.11**		154.4	LYNNDYL	665.9			2.52	3.38	6.08	**3.23**
2.05	**10.54**	**12.23**	**2.15**		243.5	MILFORD	576.8			1.30	2.28	4.58	**1.55**
2.40	**11.21**	**12.49**	**3.00**		278.9	LUND	541.4			12.45	1.55	4.25	**1.10**
4.35	12.55	**2.24**	**5.15**		360.8	CALIENTE	459.5			**11.00**	12.19	2.49	11.10
7.20	3.30	**4.55**	**8.35**	**3.45**	486.1	MT LAS VEGAS MT	334.2	A **2.45**		**8.15**	**9.50**	12.20	8.20
6.35	2.40	**4.05**	**8.05**			PT PT				**7.00**	**8.40**	**11.10**	6.55
9.40	5.35	**6.50**	12.10	**6.35**	657.1	YERMO	163.2	11.48	**3.45**	**5.38**	**8.20**	3.05	
10.03	5.53	**7.08**	12.40	**6.53**	670.5	BARSTOW	150.1	11.30	**3.25**	**5.20**	**8.01**	2.35	
12.05	7.50	**9.05**	2.55	**8.43**	751.3	SAN BERNARDINO	67.3	9.40	**1.15**	**3.30**	**6.08**	12.35	
12.15	7.59	**9.14**	3.05	**8.52**	754.8	COLTON	64.5	9.27	**1.02**	**3.20**	**5.55**	12.15	
12.30	8.10	**9.25**	3.25	**9.02**	761.8	RIVERSIDE	57.5	9.15	**12.50**	**3.07**	**5.43**	**11.59**	
			4.05		781.5	ONTARIO	37.8					**11.30**	
1.05	8.38	**9.53**	4.20	**9.32**	787.3	POMONA	32.0	8.45	**12.20**	**2.43**	**5.15**	**11.20**	
1.40	9.10	**10.25**	5.00	**10.10**	813.6	EAST LOS ANGELES	5.7	8.20	11.50	**2.20**	**4.50**	**10.50**	
A **2.00**	A 9.30	A **10.45**	A 5.30	A **10.30**	821.0	PT **LOS ANGELES** PT	0.0	8.00	11.30	**2.00**	**4.30**	**10.30**	
						821.0		Daily	Daily	Daily	Daily	Daily	
(17.45)	(15.35)	(15.20)	(23.00)	(6.45)		Thru Time		(6.45)	(17.45)	(15.30)	(15.30)	(20.10)	
46.3	52.7	53.5	35.6	49.5		Average speed per hour		49.5	46.3	53.0	53.0	40.7	

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
9-10	Victorville	Any station	Stations where 9-10 stops
*5	Any station	Any station	Any station
*6	Any station	Any station	Any station
104	Pomona		Omaha or beyond
103	Pomona	Omaha or beyond	
107	Pomona	Salt Lake or beyond	
108	Pomona		Salt Lake or beyond

*Includes non-revenue passengers.

WESTWARD — FIRST SUBDIVISION

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6 (A). Page 8	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	STATIONS
	259 Time Freight	299 Stock Special	5 Passenger	107 Streamliner Passenger	115 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DPWYZ	11.45PM	4.30AM	8.05PM	4.05PM	3.45PM	6.35AM	2.40AM	449.8	DN-R **LAS VEGAS** YL VG
114 P			8.13					454.7	4.9 BRACKEN
PY								457.0	2.3 **BOULDER JCT.**
104 P			8.19					461.5	4.5 D ARDEN A
103 P			8.28					469.0	7.5 D SLOAN SX
112 P								474.7	5.7 ERIE
113 P			8.47					482.9	8.2 JEAN
114 P								487.7	4.8 BORAX
62 P								492.3	4.6 ROACH
120 P								496.8	4.5 CALADA
114 PW			9.10					501.5	4.7 DESERT
113 P			9.17					506.5	5.0 D NIPTON CH
113 P			9.25					511.9	5.4 MOORE
113 P			9.31					516.5	4.6 IVANPAH
113 P			9.36					521.1	4.6 BRANT
102 P								526.0	4.9 JOSHUA
105 99 PY			9.46					529.8	3.8 CIMA
113 P								533.8	4.0 CHASE
113 P			9.58					536.9	3.1 ELORA
113 P								540.6	3.7 DAWES
114 P								544.9	4.3 HAYDEN
DPY			s 10.30	5.43	5.25	8.25	4.25	548.5	3.6 DN KELSO YL FO
110 P								553.4	4.9 FLYNN
113 P								558.1	4.7 KERENS
77 P			10.44					562.1	4.0 GLASGOW
102 P			10.49					566.4	4.3 SANDS
113 P								572.1	5.7 BALCH
113 P			11.02					579.7	7.6 CRUCERO
123 P								587.1	7.4 BASIN
72 P								592.5	5.4 AFTON
121 P								596.7	4.2 DUNN
113 P			11.35PM					601.6	4.9 FIELD
113 P								606.2	4.6 MANIX
113 P								610.7	4.5 HARVARD
111 P								615.7	5.0 TOOMEY
DPWY	A 7.30AM	A 10.00AM	A 12.01AM	A 6.50PM	A 6.35PM	A 9.40AM	A 5.35AM	620.8	5.1 DN-R **YERMO** YL BN
									171.0
	(7.45) 22.0	(5.30) 31.1	(3.46) 45.4	(2.45) 62.1	(2.50) 60.0	(3.05) 55.4	(2.55) 58.7		..... Thru Time ..... Average speed per hour

CENTRALIZED TRAFFIC CONTROL

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

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6 (A). Page 8			STATIONS	Mile-Post	FIRST CLASS 6 Passenger	116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	SECOND CLASS 260 Time Freight	256 Time Freight	
	DPWYZ	DN-R	**LAS VEGAS** YL VG	334.2	A 6.55AM	A 2.45PM	A 7.00PM	A 8.40PM	A 11.10PM	A 11.45AM	A 10.30PM	
			4.9									
114	P		BRACKEN	329.3								
			2.3									
	PY		**BOULDER JCT.**	327.0								
			4.5									
104	P	D	ARDEN A	322.5	6.31							
			7.5									
103	P	D	SLOAN SX	315.0	6.18							
			5.7									
112	P		ERIE	309.3								
			8.2									
113	P		JEAN	301.1	5.55							
			4.8									
114	P		BORAX	296.3								
			4.6									
62	P		ROACH	291.7								
			4.5									
120	P		CALADA	287.2								
			4.7									
114	PW		DESERT	282.5	5.30							
			5.0									
113	P	D	NIPTON CH	277.5	5.23							
			5.4									
113	P		MOORE	272.1	5.14							
			4.6									
113	P		IVANPAH	267.5	5.09							
			4.6									
113	P		BRANT	262.9	5.03							
			4.9									
102	P		JOSHUA	258.0								
			3.8									
105 99	PY		CIMA	254.2	4.55							
			4.0									
113	P		CHASE	250.2								
			3.1									
113	P		ELORA	247.1								
			3.7									
113	P		DAWES	243.4								
			4.3									
114	P		HAYDEN	239.1								
			3.6									
	DPY	DN	KELSO YL FO	235.5	s 4.20	12.50PM	4.57	6.45	9.22			
			4.9									
110	P		FLYNN	230.6								
			4.7									
113	P		KERENS	225.9								
			4.0									
77	P		GLASGOW	221.9								
			4.3									
102	P		SANDS	217.6								
			5.7									
113	P		BALCH	211.9								
			7.6									
113	P		CRUCERO	204.3	3.47							
			7.4									
123	P		BASIN	196.9								
			5.4									
72	P		AFTON	191.5								
			4.2									
121	P		DUNN	187.3								
			4.9									
113	P		FIELD	182.4								
			4.6									
113	P		MANIX	177.8								
			4.5									
113	P		HARVARD	173.3								
			5.0									
111	P		TOOMEY	168.3								
			5.1									
	DPWY	DN-R	**YERMO** YL BN	163.2	3.05AM	11.48AM	3.45PM	5.38PM	8.20PM	5.00AM	4.00PM	
			171.0		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

CENTRALIZED TRAFFIC CONTROL

Thru Time	(3.50)	(2.57)	(3.15)	(3.02)	(2.50)	(6.45)	(6.30)
Average speed per hour	44.7	57.6	52.6	56.4	60.0	25.3	26.3

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

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6(A). Page 8		SECOND CLASS 299 Stock Special Daily	SECOND CLASS 259 Time Freight Daily	FIRST CLASS 107 Streamliner Passenger Daily	FIRST CLASS 115 Streamliner Passenger Daily	FIRST CLASS 9 Passenger Daily	FIRST CLASS 103 Streamliner Passenger Daily	FIRST CLASS 5 Passenger Daily	Distance from Salt Lake City	STATIONS
	DPWY	10.30AM	8.00AM	6.50PM	6.35PM	9.40AM	5.35AM	12.10AM	620.8	DN-R YERMO YL BN
	IP			6.58PM	6.43PM	9.48AM	5.43AM	12.18AM	625.4	4.6 DN DAGGETT H
				7.08	6.53	s 10.03	5.53	s 12.40	634.2	8.8 BARSTOW BA
	D			s 9.05	s 8.43	s 12.05	s 7.50	s 2.55	715.0	80.8 SAN BERNARDINO B
				9.14	8.52	12.15	7.59	s 3.05	718.5	3.5 COLTON
	IP			9.23	9.00	12.25	8.08AM	3.15	724.8	6.3 S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL
	P			s 9.25	s 9.02	s 12.30	s 8.10	s 3.25	725.5	0.7 DN RIVERSIDE VN YL
	AI								727.8	2.3 P. E. CROSSING
119	P								729.2	1.4 STREETER
105	P								780.0	0.8 ARLINGTON
118	YP								784.7	4.7 BLY
117	P							f 3.42	787.4	2.7 D MIRA LOMA V
	PI								744.9	7.5 S. P. CROSSING
	P							s 4.05	745.2	0.3 D ONTARIO YL RA
117	P								747.5	2.3 MONTEVISTA
	P								750.0	2.5 S. P. CROSSING
	P			9.53	s 9.32	s 1.05	8.38	s 4.20	751.0	1.0 DN POMONA YL PO
114	P								754.1	3.1 SPADRA
118	P								758.6	4.5 WALNUT
									765.2	6.6 PUENTE JCT.
118	P								766.0	0.8 D INDUSTRY BG
									771.7	5.7 BARTOLO
	P								772.1	0.4 WHITTIER JCT.
113	P							f 4.45	772.7	0.6 D PICO K
58	P							f 4.50	774.5	1.8 D MONTEBELLO MK
				s 10.25	s 10.10	s 1.40	s 9.10	s 5.00	777.3	2.8 EAST LOS ANGELES YL
	ODPWYZ	A 6.00PM	A 4.00PM						777.4	0.1 DN-R EAST YARD YL D
	PX								780.2	2.8 DOWNEY ROAD YL
	PX								781.3	1.1 NINTH ST. JCT. YL
	PX								783.0	1.7 FIRST ST. YL
	I			10.37	10.22	1.52	9.21	5.18	783.9	0.9 PASADENA JCT. YL
	I								784.0	0.1 A. T. & S. F. Csg. (Mission Tower)
	IP			A 10.45PM	A 10.30PM	A 2.00PM	A 9.30AM	A 5.30AM	784.7	0.7 DN-R LOS ANGELES UD (Union Station)
										163.9
		(7.30) 21.1	(8.00) 19.1	(3.55) 41.8	(3.55) 41.8	(4.20) 37.8	(3.55) 41.8	(5.20) 30.7		..... Thru Time ..... Average speed per hour

CENTRALIZED TRAFFIC CONTROL — C.T.C. — Two Main Tracks — Two Main Tracks

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.

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

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6 (A). Page 8		STATIONS	Mile-Post	FIRST CLASS 116 Streamliner Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	SECOND CLASS 256 Time Freight	260 Time Freight	
	DPWY	C. T. C. DN-R **YERMO** YL BN	163.2	A 11.48AM	A 3.45PM	A 5.38PM	A 8.20PM	A 3.00AM	A 3.15PM	A 4.30AM	
	IP	4.6 DN **DAGGETT** H	158.6	11.40AM	3.35PM	5.30PM	8.11PM	2.50AM			
		8.5 BARSTOW BA	150.1	11.30	s 3.25	5.20	8.01	s 2.35			
	D	82.8 SAN BERNARDINO B	67.3	s 9.40	s 1.15	s 3.30	s 6.08	s 12.35	10.45AM	12.30AM	
		2.8 COLTON	64.5	9.27	1.02	3.20	5.55	s 12.15	10.00	11.59PM	
	IP	6.3 S. P. and A. T. & S. F. Crossings **RIVERSIDE JCT.** YL (Two Main Tracks)	58.2	9.17AM	12.52PM	3.10PM	5.45PM	12.03AM			
	P	0.7 DN **RIVERSIDE** VN YL	57.5	s 9.15	s 12.50	s 3.07	s 5.43	s 11.59PM			
	AI	2.3 P. E. CROSSING	55.2								
119	P	1.4 STREETER	53.8								
105	P	0.8 ARLINGTON	53.0								
118	YP	4.7 BLY	48.3								
117	P	2.7 D MIRA LOMA V	45.6								
	PI	7.5 S. P. CROSSING	38.1								
	P	0.3 D ONTARIO YL RA	37.8					s 11.30			
117	P	2.3 MONTEVISTA	35.5								
	P	2.5 S. P. CROSSING	33.0								
	P	1.0 DN POMONA YL PO	32.0	s 8.45	s 12.20PM	2.43	5.15	s 11.20			
114	P	3.1 SPADRA	28.9								
118	P	4.5 WALNUT	24.4								
		6.6 PUENTE JCT.	17.8								
118	P	0.8 D INDUSTRY BG	17.0								
		5.7 BARTOLO	11.3								
	P	0.4 **WHITTIER JCT.**	10.9								
113	P	0.6 D PICO K	10.3								
58	P	1.8 D MONTEBELLO MK	8.5								
		2.8 EAST LOS ANGELES YL	5.7	s 8.20	s 11.50	s 2.20	s 4.50	s 10.50			
	ODPWYZ	0.1 DN-R **EAST YARD** YL D	5.6						7.00AM	8.00PM	
	PX	2.8 **DOWNEY ROAD** YL (Two Main Tracks)	2.8								
	PX	1.1 **NINTH ST. JCT.** YL	1.7								
	PX	1.7 FIRST ST. YL	0.0								
	I	0.9 **PASADENA JCT.** YL									
	I	0.1 A. T. & S. F. Csg. (Mission Tower)									
	IP	0.7 DN-R **LOS ANGELES** UD (Union Station)		8.00AM	11.30AM	2.00PM	4.30PM	10.30PM			
		165.2		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		Thru Time		(3.48)	(4.15)	(3.38)	(3.50)	(4.30)	(8.15)	(8.30)	
		Average speed per hour		43.4	38.9	45.5	43.0	36.7	19.1	18.5	

CENTRALIZED TRAFFIC CONTROL

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.

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

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6(A). Page 8		Distance from Whittier Jct.	STATIONS	Mile-Post	
	P	0.0	**WHITTIER JCT.**	0.0	
			0.1		
		0.1	S. P. CROSSING	0.1	
			2.2		
18		2.3	D WHITTIER **YL** WR	2.3	
			4.6		
		6.9	PAC. ELEC. CROSSING	6.9	
			2.8		
		9.7	LA HABRA	9.7	
			0.8		
		10.5	PAC. ELEC. CROSSING	10.5	
			3.3		
6		13.8	SUNNY HILLS	13.8	
			1.7		
	I	15.5	A. T. & S. F. CROSSING	15.5	
			1.8		
10		17.3	D FULLERTON RN	17.3	
			2.7		
39		20.0	D **ANAHEIM** **YL** MN	20.0	
			20.0		

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6(A). Page 8		Distance from Boulder Jct.	STATIONS	Mile-Post	
	YP	0.0	**BOULDER JCT.** **YL**	0.0	
			9.8		
59	P	9.8	D HENDERSON **YL** RB	9.8	
			12.6		
	PY	22.4	D-R **BOULDER CITY** **YL** BC	22.4	
			22.4		

WESTWARD — SAN PEDRO BRANCH — EASTWARD

Time-Table No. 24
April 27, 1958

Car capacity of sidings, etc. See Rule 6(A). Page 8		Distance from First Street Los Angeles	STATIONS	Mile-Post	
	DPWYZ		DN-R **EAST YARD** **YL** D		
	IP	3.1	DN HOBART **YL** J A. T. and S. F. Crossing	3.1	
			0.5		
	I	3.6	L. A. JCT. RY. CROSSING **YL**	3.6	
			1.5		
	AI	5.1	P. E. CROSSING **YL**	5.1	
			0.2		
69	P	5.3	BELL **YL**	5.3	
			2.1		
	AI	7.4	S. P. CROSSING **YL**	7.4	
			2.0		
13		9.4	WORKMAN	9.4	
			1.8		
	AI	11.2	P. E. CROSSING	11.2	
			1.3		
123	P	12.5	D PARAMOUNT **YL** HY	12.5	
			1.8		
73 75	P	14.3	RIOCO **YL**	14.3	
			0.3		
		14.6	DOUGLAS JCT. **YL**	14.6	
			2.8		
	I	17.4	P. E. CROSSING	17.4	
			1.7		
96		19.1	MANUEL	19.1	
			2.6		
	I	21.7	S. P. CROSSING	21.7	
			0.2		
	I	21.9	P. E. CROSSING	21.9	
			0.4		
	P	22.3	DN MEAD TFR. **YL** WI	22.3	
			0.9		
	I	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
			1.0		
	PWY	24.2	TERMINAL ISLAND **YL**	24.2	
			1.7		
	P	25.9	**EAST SAN PEDRO** **YL**	25.9	
			23.1		

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See Page 11.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

s —regular stop;

f —flag stop to receive or discharge traffic;

A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

D —day operator;
N —night operator;
DN—day and night operator;
R —train register;
YL—yard limits.

The following letters placed in columns provided in time-table indicate:

C —coaling station;
D —diesel oil station;
F —turbine fuel station;
I —interlocking;
O —fuel oil station;
P —telephone;
T —turntable;
W—water station;
X —cross over;
Y —wye;
Z —track scales;
AI —automatic interlocking;
CS —center siding;
ES —eastward siding;
WS—westward siding.

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

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

Designation "Psgr."—Train with Steam locomotive and all passenger train equipment; train with Diesel 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 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.

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

GENERAL

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Maximum speed.	79	79	50
DLS and Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60
Freight trains handling tonnage in excess of 65 tons per operative brake.			40
Inspection bus cars.		40	40
When caboose is handled in train consisting of passenger train equipment.		60	
Diesel yard switch locomotives in road service.			35
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Diesel locomotive in road or helper service:			
Backing up shoving a train. (Speed of train being helped will govern.)			
Backing up pulling a train.	40	40	40
Backing up light.			40
Diesel freight and road switch locomotives.	65	65	
Trains handling U. P. ore cars numbers 8000-8499 and Mexican ore cars F.C.D.N. series 400.			45
Trains handling scale test cars:			
On main line.			30
On branch lines.			20
Trains handling company roadway machines on their own wheels, except wrecking derricks:			
On main line:			
On straight track.			30
On curves.			25
On branch lines.			15

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
Trains handling wrecking derricks:			
Derricks with 6-wheel trucks.			40
Derricks with 4-wheel trucks.			35
For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Jordan spreaders and other machines of spreader type, when in operation.			15
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
On main line.			25
On branch lines.			15
(Slower speed must be observed where conditions require.)			
Within yard limits protected by continuous block signals.	60	50	25
Within yard limits not protected by continuous block signals.			
On main line.	50	40	25
On branch lines.		30	15
Within yard limits Diesel passenger locomotive operated without train.		25	
When using cross-overs or turn-outs:			
Forward movement.	15	15	15
Back-up movement.	10	10	10
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Over spring switches, when not using turnout but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
Wye tracks.	6	6	6

FIRST SUBDIVISION

Las Vegas			
Between M.P. 333.5 and 333.2.	20	20	20
Arden			
Between M.P. 321.0 and 320.6.	65	55	45
Between M.P. 319.7 and 318.5.	40	40	30
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

Cima to Kelso			
Diesel locomotive running light with dynamic brake in operation and passenger trains handled by Diesel locomotives with dynamic brake in operation.		45	45
Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel locomotive with dynamic brake in operation.		30	
1870 series Diesel locomotive operating light without dynamic brakes			
Cima to Kelso			20
with dynamic brakes in operation			
Cima to Kelso			35
Kelso to Sands			40
Cima to Desert			40

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour Str.	Psgr.	Frt.
Cima to Kelso All freight and mixed trains except when handled with Diesel locomotive 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
Cima to Kelso Streamline trains handled with automatic brake in operation.	45		
Kelso Between Signals 2359 and 2352.	20	20	20
Between M.P. 231.2 and 230.9. See Note.	70	60	50

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Yermo Between east and west switches of Wye. M.P. 163.1 and 162.8.	20	20	20
Between M.P. 159.0 and 158.8.	15	15	15
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20
Between M.P. 57.3 and 55.25.	45	40	30
Between M.P. 55.25 and 54.75.	30	30	30
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	40
Arlington Between M.P. 52.3 and 51.8.	65	55	45
Between M.P. 50.7 and 49.9	70	60	50
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25
Pomona Between M.P. 32.5 and 31.5.	40	40	25
Between M.P. 29.5 and 29.1. See Note.	70	60	50
Flynn Between M.P. 223.9 and 223.5.	79	70	50
Basin Between M.P. 196.2 and 193.8.	60	50	40
Between M.P. 193.7 and 191.8.	45	35	25
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 Wye. M.P. 163.1 and 162.8.	20	20	20
Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Walnut Between M.P. 23.8 and 23.6.	70	60	50
Industry Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 11.3 and 10.9.	70	60	50
Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Using turn out.	25	20	20
East Yard Between M.P. 2.4 and 1.7.	25	25	20
Between M.P. 0.1 and West 0.3.	25	25	20
Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour Psgr.	Frt.
Boulder City Branch	30	30
Between M.P. 17.8 and 19.0.		20
Blue Diamond Spur Arden to M.P. 8.		20
M.P. 8 to end of track.		12
Crestmore Branch Between Bly and Crestmore.		15
Anaheim Branch		20
Between M.P. 2.0 and 2.5.		15
Between M.P. 12.0 and 13.0.		10
Highway Crossing M.P. 18.5.		10
Lakewood Branch	25	25
Del Amo Boulevard M.P. 15.2.	10	10
Wardlow Road M.P. 17.1.	10	10
San Pedro Branch	30	30
Lead known as Consolidated Lumber Company track: On straight track.		10
On curves.		6
Vernon, city limits.	12	12
Henry Ford Ave. drawbridge.	15	15
Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Pasadena Branch	12	12
Between Avenue 33 and Pasadena Junction.		6
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 Jct.		

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

Eastward: M.P. 309.8, M.P. 308.8, M.P. 230.5, M.P. 24.6

Westward: M.P. 314.6, M.P. 191.3, M.P. 187.5, M.P. 29.1, M.P. 10.2

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision			
Cinderlite Spur	330.1	20 P	East
Blue Diamond	321.8	P	West
Basin Gravel Pit	196.9	124	East
New Dunn	188.5	21 P	Both
Second Subdivision			
Magnolia Ave.	55.2	13 P	East
Stearns Winery	45.8	240	East
Champagne	43.5	47	Both
Ballou	40.5	43	Both
Winery Spur	39.1	12	West
San Antonio Meat Co.	34.1	23	East
Convair East Spur	30.7	56	East
Convair West Spur	29.8	25	West
American Brake Shoe	29.4	19	West
Benton Feed Spur	27.0	40 P	East
Fallon	21.7	7 P	West
Western Harness Racing Assn.	21.0	18 P	West
Carrier Corporation	19.10	29 P	Both
Clayton	13.5	8 P	East
Shepherd Tractor Spur	12.2	15 P	East
St. Helens Spur	11.1	17	West
Boulder City Branch			
Manganese, Inc.	11.5	65	East
Magnesium	10.5	21	Both
Crestmore Branch			
Ennis	3.1	15	Both
Ormand	3.9	14	Both
Ormand Quarry	3.9	83	West
Crestmore	6.9	Yard	Both
Anaheim Branch			
Fullerton Industrial Lead	15.4	31	West
Northrop Aircraft	18.8	14	West
California Juice Inc.	19.1	13	West
Southern California Citrus	19.2	17	West
Glendale Branch			
Taylor Milling Co.	4.2	15	West
Pacific Fence	5.3	4	East
Delay Drive	5.5	12	West
Pottery Spur	5.7	2	West
Westcraft, Inc.	5.8	8	West
Modglin Co., Inc.	5.8	6	West
Sawyer Cabinet Co.	6.1	2	East
Forest Lawn	6.2	3	Both
Glendale	5.6	7	East
Aluminum Extrusion Co.	5.9	2	West
Pasadena Branch			
Baker Spur	5.3	5	East
Team Track	5.4	1	West
Municipal Light Plant	8.2	8	East
Municipal Light Plant	8.3	7	Both
Lennox Furnace Co.	8.5	2	East
Crown Fence & Supply Co.	8.6	2	West
Holly Mfg Co.	8.6	3	East
A. C. Vroman Inc.	9.3	3	East
Pasadena	9.8	20	Both
City of Pasadena	11.31	3	West
San Pedro Branch			
Rancho Los Amigos	10.0	3	East
Dayton Foundry Co.	10.2	6	West
Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Macco Corporation	11.5	17	West
Exeter Refining Co.	14.1	20	East
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	30	West
City of Long Beach Water Dept.	17.1	8	East
Hancock Refinery Spur	17.2	27	East
Cherry Ave. Team Track	17.2	18	East

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection
First Subdivision			
Bracken	329.3	12	Both
Arden	321.9	16	Both
Sloan	315.2	16	West
Erie	309.1	12	Both
Jean	300.8	10	East
Borax	296.9	14	Both
Roach	291.5	11	Both
Calada	287.1	14	Both
Desert	282.2	11	Both
Nipton	277.7	12	Both
Moore	271.9	8	Both
Ivanpah	267.2	12	Both
Brant	262.8	7	Both
Joshua	258.0	12	Both
Cima	254.2	21	Both
Chase	250.3	11	Both
Elora	246.8	9	Both
Dawes	243.4	17	Both
Hayden	238.9	10	Both
Flynn	230.8	16	Both
Kerens	225.8	19	Both
Glasgow	222.0	17	Both
Sands	217.4	11	Both
Balch	212.0	14	Both
Crucero	204.1	24	West
Afton	191.6	18	West
Dunn	187.1	31	Both
Field	182.4	17	Both
Manix	177.6	20	East
Harvard	173.2	17	Both
Toomey	168.5	4	East
Second Subdivision			
Bly	48.3	94	Both
Mira Loma	45.0	86	Both
Spadra	29.5	10	Both
Walnut	24.4	10	Both
Industry	17.0	31	Both
Pico	10.3	27	Both
Montebello	8.5	31	Both

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1