



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



LOS ANGELES
DIVISION

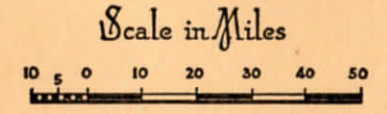
TIME-TABLE
No. 29

Effective Monday,
September 1, 1947
 at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

MAP OF THE
 SOUTH CENTRAL DISTRICT
 LOS ANGELES DIVISION
 CORRECTED TO AUGUST 1, 1947



F. C. PAULSEN General Manager
H. E. SHUMWAY General Superintendent Transportation

B. F. WELLS Assistant General Manager
E. MARKSHEFFEL General Superintendent

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

E. J. HILTON, Terminal Superintendent. . Los Angeles, Cal.

F. H. BLAIR, Trainmaster. San Bernardino, Cal.

H. S. BARRIS, Trainmaster. Los Angeles, Cal.

D. F. WENGERT, Assistant Superintendent Las Vegas, Nev.

H. S. JENSEN, Trainmaster. Las Vegas, Nev.

J. R. FROHOFF, Master Mechanic. Los Angeles, Cal.

D. C. KRAMER, Road Foreman of Engines. Los Angeles, Cal.

D. W. SCHENCK, Road Foreman of Engines. Los Angeles, Cal.

F. STEWARD, Road Foreman of Engines. Los Angeles, Cal.

W. E. RAYMOND, Road Foreman of Engines. Los Angeles, Cal.

C. F. BAILEY, Road Foreman of Engines. . Las Vegas, Nev.

L. C. WILLIAMS, Road Foreman of Engines. Las Vegas, Nev.

J. D. McCOLL, Road Foreman of Engines. Las Vegas, Nev.

D. B. SLADE, 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.

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

W. A. McCALL, Assistant Chief Train Dispatcher. Las Vegas, Nev.

First Subdivision and Branches

D. M. JONES, Chief Train Dispatcher. . . . Los Angeles, Cal.

P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.

L. W. FLAHERTY, Assistant 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. | Los Angeles |
| Hugh M. Mason | Surgeon | Los Angeles, Cal. | Los Angeles |
| R. W. Lyster | Surgeon | Los Angeles, Cal. | Los Angeles |
| E. E. Harnagel | Surgeon | Los Angeles, Cal. | Los Angeles |
| W. R. Gibson | Surgeon | Los Angeles, Cal. | Los Angeles |
| D. B. Gibboney | Surgeon | Los Angeles, Cal. | Los Angeles |
| E. D. Warren | Oculist | Los Angeles, Cal. | Los Angeles |
| E. M. F. Weaver | Oculist | Los Angeles, Cal. | Los Angeles |
| Chester Dixon | Surgeon | Santa Monica, Cal. | Santa Monica and vicinity |
| G. R. Dunlavy | Surgeon | Hollywood, Cal. | Hollywood, Beverly Hills and vicinity |
| John C. Sharpe | Surgeon | West Los Angeles, Cal. | West Los Angeles and vicinity |
| C. T. Poulson | Surgeon | Inglewood, Cal. | Inglewood and vicinity |
| W. W. Woods | Surgeon | Alhambra, Cal. | Alhambra and Monterey Park |
| Don P. Nebeker | Surgeon | Alhambra, Cal. | Alhambra and Monterey Park |
| John Cummings | Surgeon | Highland Park, Cal. | Highland Park and Eagle Rock |
| H. R. McKeekin | Surgeon | Pasadena, Cal. | Pasadena to Los Angeles |
| J. S. Hibben | Surgeon | Pasadena, Cal. | Pasadena to Los Angeles |
| G. D. Wells | Surgeon | Los Angeles, Cal. | South Gate, Huntington Park and vicinity |
| H. G. Westphal | Surgeon | Glendale, Cal. | Glendale and vicinity |
| R. H. Munford | Surgeon | La Habra, Cal. | La Habra and vicinity |
| R. B. Eusden | Surgeon | Long Beach, Cal. | Long Beach to Hynes |
| G. H. Quillen | Surgeon | Wilmington, Cal. | San Pedro to Long Beach |
| E. 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 |
| Leland Jacobsen | 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 |
| J. B. Demman | Surgeon | Caliente, Nev. | Crestline to Moapa |

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 | 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 |

MILEAGE

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

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

| FIRST CLASS | | | | Distance from Ogden | Time-Table No. 29 September 1, 1947 | Mile-Post | FIRST CLASS | | | | |
|------------------|---------------------------------|-------------------|-----------------|---------------------|--|-----------------|-----------------|--------------------|---------------------------------|-----------------|--|
| 3 Passenger | 103 Streamliner Passenger | 1 Passenger | 37 Passenger | | | | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | 38 Passenger | |
| Daily | Daily | Daily | Daily | | STATIONS | | | | | | |
| 10.10PM | 6.30PM | 5.25PM | 7.15AM | 0.0 | OGDEN | 0.0 | 5.55AM | 7.50AM | 9.35AM | 6.15PM | |
| 11.00 11.20PM | 7.15 7.20 | 6.15 6.30 | 8.10 9.05AM | 86.8 | SALT LAKE CITY | 36.3 784.0 | 5.00 4.40 | 7.00 6.45 | 8.50 8.45 | 5.20 4.45 | |
| 1.37AM | 9.15 | 8.40 | 12.25PM | 154.4 | LYNNDYL | 665.9 | 2.10 | 4.15 | 6.54 | 1.45PM | |
| 3.15 | 10.28 | 10.15 | 2.40 | 248.5 | MILFORD | 576.8 | 12.40AM | 2.50 | 5.43 | 11.45AM | |
| 3.58 | 10.56PM | 10.47PM | 3.30 | 278.9 | LUND | 541.4 | 11.55PM | 2.08 | 5.15 | 10.55 | |
| 6.00 5.10 | 12.35AM 11.40PM | 1.05AM 12.15AM | 5.50 5.05 | 360.8 | PT CALIENTE | 459.5 | 9.45 8.35 | 12.05AM 10.55PM | 3.40 2.35AM | 8.40 7.25 | |
| 8.10 | 2.25AM | 3.15 | 8.45PM | 486.1 | LAS VEGAS | 334.2 | 5.45 | 8.05 | 11.55PM | 4.05AM | |
| 11.35 | 5.11 | 6.40 | 1.30AM | 657.1 | YERMO | 168.2 | 2.00 | 4.25 | 8.46 | 11.25PM | |
| 11.59AM | 5.28 | 7.05 | 2.05 | 670.5 | BARSTOW | 150.1 | 1.33PM | 3.58 | 8.27 | 10.45 | |
| 2.10PM | 7.25 | 9.20 | 4.35 | 751.3 | SAN BERNARDINO | 67.8 | 11.25AM | 1.55 | 6.38 | 8.25 | |
| 2.18 | 7.33 | 9.28 | 4.45 | 754.8 | COLTON | 64.5 | 11.12 | 1.42 | 6.25 | 8.05 | |
| 2.35 | 7.45 | 9.43 | 5.05 | 761.8 | RIVERSIDE | 57.5 | 11.00 | 1.30 | 6.12 | 7.50 | |
| 2.57 | 8.03 | 10.06 | 5.42 | 781.5 | ONTARIO | 37.8 | 10.33 | 1.06 | 5.53 | 7.15 | |
| 3.05 | 8.11 | 10.14 | 5.55 | 787.3 | POMONA | 32.0 | 10.25 | 12.59 | 5.46 | 7.05 | |
| 4.00PM | 9.00AM | 11.10AM | 7.15AM | 821.0 | LOS ANGELES | 0.0 | 9.30AM | 12.01PM | 5.00PM | 6.00PM | |
| | | | | | | | Daily | Daily | Daily | Daily | |
| (18.50) 43.6 | (15.30) 52.9 | (18.45) 43.8 | (25.00) 32.8 | | Thru Time | (19.25) 42.2 | (18.49) 43.5 | (15.35) 52.6 | (23.15) 35.3 | | |
| | | | | | Average speed 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 | 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" | 21.3 |
| 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' | 8.6 |
| 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" | 28.6 | 10' | 6. |
| 40" | 90. | 51" | 70.6 | 1' 2" | 58. | 1' 15" | 48. | | | | |

WESTWARD

THIRD SUBDIVISION

| Car capacity of sidings, etc. See Rules 6 & 9(A). Page 14 | FIRST CLASS | | | | Distance from Salt Lake City | Time-Table No. 29 September 1, 1947 | |
|---|---------------------------------|-------------------|--------------------|---------------------|------------------------------|--|--|
| | 103 Streamliner Passenger | 37 Passenger | 3 Passenger | 1 Passenger | | STATIONS | |
| | Daily | Daily | Daily | Daily | | | |
| YARD OWTFP | 11.40PM | 5.05PM | 5.10AM | 12.15AM | 824.5 | DN-R CALIENTE YL OS | |
| 89 P | 11.46PM | 5.13 | 5.17 | | 829.5 | 5.0 ETNA | |
| 68 P | | 5.22 | 5.26 | 12.30 | 884.5 | 5.0 STINE | |
| 96 P | 12.02AM | 5.30 | 5.34 | 12.38 | 889.1 | 4.6 BOYD | |
| 98 WF | 12.13 | 5.45 | 5.45 | 12.49 | 845.6 | 6.5 ELGIN | |
| 72 P | 12.20 | 5.52 | 5.52 | 12.56 | 849.9 | 4.8 KYLE | |
| 87 YP | | 6.00 | 6.00 | 1.04 | 854.9 | 5.0 LEITH | |
| 72 P | 12.32 | 6.07 | 6.06 ³⁸ | | 860.0 | 5.1 CLOUD | |
| 100 80 OWPT | 12.37 | 6.15 | 6.12 | 1.15 | 864.9 | 4.9 CARP | |
| 98 P | | 6.25 | 6.21 | 1.24 ¹⁰⁴ | 870.5 | 5.6 VIGO | |
| 67 P | 12.54 | 6.34 | 6.30 | 1.33 | 875.5 | 5.0 GALT | |
| 72 P | 1.03 ¹⁰⁴ | 6.43 | 6.39 | 1.42 | 881.1 | 5.6 HOYA | |
| 111 WF | 1.09 | 6.51 ⁴ | 6.45 | 1.48 | 886.1 | 5.0 ROX | |
| 92 P | 1.14 | 7.01 | 6.51 | 1.54 | 890.6 | 4.5 FARRIER | |
| 73 P | 1.19 | 7.07 | | 1.59 | 895.9 | 5.8 ACTON | |
| 115 WTP | 1.23 ⁸ | 7.15 | 7.00 | 2.04 | 400.9 | 5.0 MOAPA MA | |
| 73 P | 1.27 | 7.21 | 7.05 | 2.09 | 405.9 | 5.0 BYRON | |
| 89 P | 1.32 | 7.26 | 7.09 | 2.13 | 410.5 | 4.6 UTE | |
| 71 P | 1.36 | 7.31 | 7.14 | 2.18 | 415.4 | 4.9 CRYSTAL | |
| 82 WF | 1.40 | 7.37 | 7.19 | 2.23 | 421.0 | 5.6 DRY LAKE | |
| 78 P | 1.46 | 7.44 | 7.25 | 2.29 | 426.5 | 5.5 GARNET | |
| 88 P | 1.52 | 7.51 | 7.31 | 2.35 | 432.0 | 5.5 APEX | |
| 78 P | 1.58 | 7.58 | 7.37 | 2.41 | 437.0 | 5.0 DIKE | |
| 71 P | 2.02 | 8.03 | 7.41 | 2.45 | 441.6 | 4.6 VALLEY | |
| 97 P | 2.05 | 8.11 ² | 7.44 | 2.48 | 445.8 | 3.7 WANN | |
| YARD WTOPZ | A 2.15AM | A 8.25PM | A 7.55AM | A 3.00AM | 449.8 | 4.5 DN-R LAS VEGAS YL VG | |
| | | | | | 125.8 | | |

(2.35) 48.5 (3.20) 37.6 (2.45) 46.5 (2.45) 45.5 Thru Time
Average speed per hour

| CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS | | | |
|--|-------------|---------------------------|--------------------------------|
| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
| 37 | Any station | Any station | Any station |

THIRD SUBDIVISION

EASTWARD

| Car capacity of sidings, etc. See Rules 6 & 9(A). Page 14 | FIRST CLASS | | | | Mile-Post | Time-Table No. 29 September 1, 1947 | |
|---|-------------------|--------------------|--------------------|---------------------------------|-----------|--|--|
| | 38 Passenger | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | | STATIONS | |
| | Daily | Daily | Daily | Daily | | | |
| YARD OWTFP | A 7.25AM | A 8.35PM | A 10.55PM | A 2.35AM | 459.5 | DN-R CALIENTE YL CS | |
| 89 P | 7.06 | 8.23 | 10.43 | 2.25 | 454.5 | 5.0 ETNA | |
| 68 P | 6.57 | 8.14 | 10.34 | 2.16 | 449.5 | 5.0 STINE | |
| 96 P | 6.47 | 8.06 | 10.26 | 2.08 | 444.9 | 4.6 BOYD | |
| 98 WF | f 6.32 | 7.53 | 10.13 | 1.57 | 438.4 | 6.5 ELGIN | |
| 72 P | 6.22 | 7.46 | 10.06 | 1.50 | 434.1 | 4.8 KYLE | |
| 87 YP | 6.14 | 7.38 | 9.58 | | 429.1 | 5.0 LEITH | |
| 72 P | 6.06 ³ | 7.32 | 9.52 | 1.38 | 424.0 | 5.1 CLOUD | |
| 100 80 OWPT | f 5.58 | 7.25 | 9.45 | 1.33 | 419.1 | 4.9 CARP | |
| 98 P | 5.47 | 7.16 | 9.36 | 1.24 ¹ | 418.5 | 5.6 VIGO | |
| 67 P | 5.38 | 7.07 | 9.27 | 1.12 | 408.5 | 5.0 GALT | |
| 72 P | 5.29 | 6.58 | 9.18 | 1.03 ¹⁰³ | 402.9 | 5.6 HOYA | |
| 111 WF | f 5.22 | 6.51 ³⁷ | 9.11 | 12.55 | 397.9 | 5.0 ROX | |
| 92 P | 5.16 | 6.45 | 9.05 | 12.50 | 393.4 | 4.5 FARRIER | |
| 72 P | 5.11 | 6.40 | 9.00 | 12.45 | 388.1 | 5.8 ACTON | |
| 115 WTP | s 5.05 | 6.35 | 8.55 | 12.41 | 388.1 | 5.0 DN MOAPA MA | |
| 73 P | 4.54 | 6.29 | 8.49 | 12.36 | 378.1 | 5.0 BYRON | |
| 89 P | 4.49 | 6.25 | 8.45 | 12.32 | 378.5 | 4.6 UTE | |
| 71 P | 4.44 | 6.21 | 8.41 | 12.28 | 368.6 | 4.9 CRYSTAL | |
| 82 WF | 4.39 | 6.16 | 8.36 | 12.23 | 368.0 | 5.6 DRY LAKE | |
| 73 P | 4.33 | 6.10 | 8.30 | 12.18 | 357.5 | 5.5 GARNET | |
| 88 P | 4.27 | 6.04 | 8.24 | 12.13 | 352.0 | 5.5 APEX | |
| 73 P | 4.20 | 5.58 | 8.18 | 12.08 | 347.0 | 5.0 DIKE | |
| 71 P | 4.15 | 5.54 | 8.14 | 12.04 | 342.4 | 4.6 VALLEY | |
| 97 P | 4.12 | 5.51 | 8.11 ³⁷ | 12.01AM | 338.7 | 3.7 WANN | |
| YARD WTOPZ | 4.05AM | 5.45PM | 8.05PM | 11.55PM | 334.2 | 4.5 DN-R LAS VEGAS YL VG | |
| | | | | | 125.3 | | |

Thru Time (3.20) (2.50) (2.50) (2.40)
Average speed per hour..... 37.6 44.2 44.2 46.9

| CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS | | | |
|--|-------------|---------------------------|--------------------------------|
| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
| 38 | Any station | Any station | Any station |
| 4 | Moapa | Los Angeles | Salt Lake & East |

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

| Car capacity of Seating, etc. See Rules 6 & 6(A). Page 14 | YARD WTTOPZ | 37 Passenger | | 3 Passenger | | 1 Passenger | | 103 Streamliner Passenger | | Distance from Salt Lake City |
|---|----------------|-----------------------|---------|--------------------|--------------------|-------------|-------|---------------------------|--|------------------------------|
| | | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | 8.45PM | 8.10AM | 3.15AM | 2.25AM | 449.8 | | | | |
| | 119 P | 8.56 | 8.20 | 3.25 ³⁸ | 2.34 | 454.7 | | | | |
| | 108 WP | 9.07 | 8.29 | 3.34 | 2.42 | 461.5 | | | | |
| | 106 P | 9.19 | 8.39 | 3.43 | 2.52 | 469.0 | | | | |
| | 117 P | 9.30 | 8.47 | 3.51 | 2.59 ³⁸ | 474.7 | | | | |
| | 50 P | | | | | 478.8 | | | | |
| | 117 P | 9.38 | 8.54 | 3.58 | 3.05 | 482.9 | | | | |
| | 119 P | 9.43 | 8.58 | 4.02 | | 487.7 | | | | |
| | 67 P | 9.48 | | 4.06 | 3.12 | 492.8 | | | | |
| | 126 P | 9.53 | 9.05 | 4.10 | | 496.8 | | | | |
| | 119 WP | 10.00 | 9.09 | 4.14 | 3.19 | 501.5 | | | | |
| | 118 P | 10.08 | 9.14 | 4.19 | 3.23 | 506.5 | | | | |
| | 118 P | 10.15 | 9.20 | 4.25 | 3.28 | 511.9 | | | | |
| | 118 WP | 10.22 | 9.25 | 4.30 | 3.33 | 516.5 | | | | |
| | 118 P | 10.28 | 9.31 | 4.36 | 3.38 | 521.1 | | | | |
| | 107 P | 10.34 ¹⁰⁴ | 9.37 | 4.42 | 3.44 | 526.0 | | | | |
| | 104 } 112 } | 10.45 | 9.43 | 4.48 | 3.48 | 529.8 | | | | |
| | 116 WP | 10.54 | 9.49 | 4.54 | 3.53 | 538.8 | | | | |
| | 119 P | 11.01 | 9.54 | 4.59 | | 536.9 | | | | |
| | 119 P | 11.07 | | | 4.00 | 540.6 | | | | |
| | 119 P | 11.14 | 10.06 | 5.11 | 4.04 | 544.9 | | | | |
| | 86 } 93 } | 11.30 | 10.12 | 5.17 | 4.09 | 548.5 | | | | |
| | 114 P | 11.36 | 10.18 | 5.23 | | 558.4 | | | | |
| | 118 P | 11.41 | 10.23 | 5.28 | 4.18 | 558.1 | | | | |
| | 82 P | 11.46 | 10.27 | 5.32 | | 562.1 | | | | |
| | 106 WP | 11.51 | 10.31 | 5.36 | 4.24 | 566.4 | | | | |
| | 118 P | 11.58PM | 10.36 | 5.41 | | 572.1 | | | | |
| | 119 P | 12.10AM ³⁸ | | | 4.33 | 579.7 | | | | |
| | 128 P | 12.17 | 10.48 | 5.53 | 4.38 | 587.1 | | | | |
| | 73 P | 12.23 | 10.55 | 6.00 | 4.44 | 592.5 | | | | |
| | 126 P | 12.29 | 11.01 | 6.06 | 4.49 | 596.7 | | | | |
| | 118 P | 12.35 | 11.07 | 6.12 | 4.53 | 601.6 | | | | |
| | 118 P | 12.41 | 11.11 | 6.16 | | 606.2 | | | | |
| | 118 WP | 12.48 | 11.15 | 6.20 | 5.00 | 610.7 | | | | |
| | 116 P | 12.55 | 11.20 | 6.25 | | 615.7 | | | | |
| | YARD OWTFP | 1.15AM | 11.30AM | 6.35AM | 5.10AM | 620.8 | | | | |

(4.30) 38.0 (3.20) 51.3 (3.20) 51.3 (2.45) 62.1 Thru Time
Average speed per hour

| CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS | | | |
|--|-------------|---------------------------|--------------------------------|
| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
| 37 | Any station | Any station | Any station |

Time-Table No. 29

September 1, 1947

STATIONS

| | | |
|----------------------|-----|----|
| DN-R LAS VEGAS YL VG | 4.9 | |
| BRACKEN | 2.8 | |
| BOULDER JCT. | | |
| ARDEN | 4.6 | A |
| SLOAN | 7.5 | SX |
| ERIE | 5.7 | |
| SUTOR | 8.6 | |
| JEAN | 4.6 | JE |
| BORAX | 4.8 | |
| ROACH | 4.6 | |
| CALADA | 4.5 | |
| DESERT | 4.7 | |
| NIPTON | 5.0 | OH |
| MOORE | 5.4 | |
| IVANPAH | 4.6 | |
| BRANT | 4.8 | |
| JOSHUA | 4.9 | |
| OIMA YL | 8.8 | |
| CHASE | 4.0 | |
| ELORA | 3.1 | |
| DAWES | 8.7 | |
| HAYDEN | 4.8 | |
| KELSO YL FO | 8.6 | |
| FLYNN | 4.9 | |
| KERENS | 4.7 | |
| GLASGOW | 4.0 | |
| SANDS | 4.8 | |
| BALCH | 5.7 | |
| ORUCERO | 7.6 | |
| BAXTER | 7.4 | |
| AFTON | 5.4 | |
| DUNN | 4.2 | |
| FIELD | 4.9 | |
| MANIX | 4.6 | |
| HARVARD | 4.5 | |
| TOOMEY | 5.0 | |
| YERMO YL BN | 5.1 | |

CENTRALIZED TRAFFIC CONTROL

171.0

SECOND SUBDIVISION

EASTWARD

Time-Table No. 29

September 1, 1947

STATIONS

| Car capacity of Seating, etc. See Rules 6 & 6(A). Page 14 | YARD WTTOPZ | Mile-Post | FIRST CLASS | | | |
|---|----------------|-----------|-------------|-------------|---------------------------|---------------------|
| | | | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | 38 Passenger |
| | | | A 5.30PM | A 7.50PM | A 11.45PM | A 3.45AM |
| | 119 P | 829.8 | 5.17 | 7.38 | 11.32 | 3.25 ¹ |
| | 108 WP | 827.0 | | | | |
| | 106 P | 822.5 | 5.11 | 7.32 | 11.27 | 3.18 |
| | 117 P | 815.0 | 5.02 | 7.23 | 11.19 | 3.07 |
| | 50 P | 809.8 | 4.55 | 7.16 | 11.13 | 2.59 ¹⁰⁸ |
| | 117 P | 805.7 | | | | |
| | 119 P | 801.1 | 4.46 | 7.09 | 11.07 | 2.49 |
| | 67 P | 296.8 | 4.41 | 7.05 | 11.03 | 2.40 |
| | 126 P | 291.7 | 4.36 | 7.01 | | 2.35 |
| | 119 WP | 287.2 | 4.32 | 6.57 | 10.56 | 2.30 |
| | 118 P | 282.5 | 4.28 | 6.53 | | 2.25 |
| | 118 P | 277.5 | 4.23 | 6.48 | 10.49 | 2.19 |
| | 118 P | 272.1 | 4.18 | 6.43 | 10.45 | 2.09 |
| | 118 WP | 267.5 | 4.14 | 6.39 | | 2.02 |
| | 118 P | 262.9 | 4.10 | 6.35 | 10.38 | 1.53 |
| | 107 P | 258.0 | 4.05 | 6.30 | 10.34 ³⁷ | 1.48 |
| | 104 } 112 } | 254.2 | 4.00 | 6.25 | 10.29 | 1.43 |
| | 116 WP | 250.2 | 3.50 | 6.15 | 10.22 | 1.30 |
| | 119 P | 247.1 | 3.44 | 6.09 | 10.15 | 1.22 |
| | 119 P | 248.4 | 3.37 | 6.02 | 10.08 | 1.14 |
| | 119 P | 239.1 | 3.29 | 5.54 | 10.01 | 1.05 |
| | 86 } 93 } | 235.5 | 3.20 | 5.45 | 9.53 | 12.55 |
| | 114 P | 230.6 | 3.11 | 5.35 | 9.43 | 12.40 |
| | 118 P | 225.9 | 3.05 | 5.29 | 9.37 | 12.33 |
| | 82 P | 221.9 | 3.00 | 5.23 | 9.32 | 12.28 |
| | 106 WP | 217.6 | 2.55 | 5.18 | | 12.23 |
| | 118 P | 211.9 | | | 9.25 | 12.17 |
| | 119 P | 204.8 | 2.43 | 5.06 | | 12.10 ³⁷ |
| | 128 P | 196.9 | 2.37 | 5.00 | 9.15 | 12.03AM |
| | 73 P | 191.5 | 2.31 | 4.53 | 9.09 | 11.56PM |
| | 126 P | 187.8 | 2.25 | | 9.05 | 11.51 |
| | 118 P | 182.4 | 2.20 | 4.44 | | 11.46 |
| | 118 P | 177.8 | 2.16 | 4.40 | | 11.41 |
| | 118 WP | 173.8 | 2.12 | | 8.55 | 11.37 |
| | 116 P | 168.8 | 2.07 | 4.32 | | 11.32 |
| | YARD OWTFP | 163.2 | 2.00PM | 4.25PM | 8.46PM | 11.25PM |

Thru Time (3.30) 48.9 (3.25) 50.0 (2.59) 57.0 (4.20) 39.4
Average speed per hour

| CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS | | | |
|--|-------------|---------------------------|--------------------------------|
| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
| 38 | Any station | Any station | Any station |

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | FIRST CLASS | | | | Distance from Salt Lake City |
|---|-------------|--------------------|---------------------------|--------------|------------------------------|
| | 3 Passenger | 1 Passenger | 103 Streamliner Passenger | 37 Passenger | |
| | Daily | Daily | Daily | Daily | |
| YARD OWTFP | 11.35AM | 6.40AM | 5.11AM | 1.30AM | 620.8 |
| IP | 11.44AM | 6.50AM | 5.18AM | 1.40AM | 625.4 |
| | 11.59 AM | 7.05 | 5.28 | 2.05 | 684.2 |
| | 2.10 PM | 9.20 | 7.25 | 4.35 | 715.0 |
| | 2.18 | 9.28 | 7.33 | 4.45 | 718.5 |
| IP | 2.30PM | 9.40AM | 7.43AM | 4.57AM | 724.8 |
| YARD WP | 2.35 | 9.43 | 7.45 | 5.05 | 725.5 |
| AI | | | | | 727.8 |
| 79 P | 2.42 | 9.50 | 7.50 | 5.15 | 729.2 |
| 115 YP | | | | | 780.0 |
| 78 P | 2.46 | 9.55 | 7.54 | 5.21 | 788.2 |
| 78 YP | | | | | 784.7 |
| 116 P | 2.50 | 9.59 | 7.57 | 5.28 | 787.4 |
| I | | | | | 744.9 |
| 70 WP | 2.57 | 10.06 | 8.03 | 5.42 | 745.2 |
| 61 P | | | | | 747.5 |
| 72 IP | 3.03 | 10.12 | 8.09 | 5.50 | 750.0 |
| 50 WP | 3.05 | 10.14 | 8.11 | 5.55 | 751.0 |
| 99 P | 3.10 | 10.21 ⁴ | 8.15 | 6.01 | 754.1 |
| 88 P | 3.14 | 10.25 | 8.18 | 6.06 | 758.8 |
| 79 P | 3.18 | 10.29 | 8.21 | 6.11 | 768.1 |
| 100 WP | 3.21 | 10.32 | 8.23 | 6.15 | 766.0 |
| 75 P | 3.24 | 10.35 | 8.26 | 6.20 | 769.8 |
| P | | | | | 772.1 |
| 79 P | 3.28 | 10.39 | 8.29 | 6.25 | 772.7 |
| 97 P | 3.30 | 10.41 | 8.31 | 6.30 | 774.5 |
| | 3.40 | 10.50 | 8.40 | 6.40 | 777.8 |
| | | | | | 777.4 |
| YARD WTOPZ | 3.43 | 10.53 | 8.43 | 6.45 | 779.8 |
| P | 3.45 | 10.54 | 8.44 | 6.47 | 780.2 |
| | | | | | 780.8 |
| I | 3.49 | 10.58 | 8.47 | 6.51 | 781.8 |
| | | | | | 788.0 |
| I | 3.53 | 11.04 | 8.53 | 6.59 | 788.9 |
| I | | | | | 784.0 |
| IP | A 4.00PM | A 11.10AM | A 9.00AM | A 7.15AM | 784.7 |

Time-Table No. 29
September 1, 1947

STATIONS

| | |
|------------------------------------|------|
| DN-R YERMO YL BN | 4.6 |
| DN DAGGETT H | 8.8 |
| BARSTOW BA | 80.8 |
| SAN BERNARDINO B | 82.8 |
| COLTON | 8.5 |
| COLTON | 6.8 |
| S. P. and A. T. & S. F. Crossings | |
| RIVERSIDE JCT. YL | 0.7 |
| DN-R RIVERSIDE YL | 2.8 |
| MAGNOLIA AVE. (P. E. Csg.) | 1.4 |
| STREETER | 0.8 |
| ARLINGTON | 3.2 |
| PEDLEY | 1.5 |
| BLY | 2.7 |
| MIRA LOMA V | 7.5 |
| S. P. CROSSING | 0.8 |
| DN ONTARIO YL RA | 2.8 |
| SUNSWEEP | 2.5 |
| DN WO TOWER WO | 1.0 |
| S. P. Crossing | 1.0 |
| DN POMONA YL PO | 8.1 |
| SPADRA | 4.5 |
| WALNUT WA | 4.5 |
| ROWLAND | 2.9 |
| DN HILLGROVE BG | 3.8 |
| CLAYTON | 2.8 |
| WHITTIER JCT. YL | 0.6 |
| DN PICO YL K | 1.8 |
| MONTEBELLO MK | 2.8 |
| EAST LOS ANGELES YL | 0.1 |
| TELEGRAPH ROAD YL | 1.9 |
| DN-R EAST YARD YL D | 0.9 |
| DOWNEY ROAD YL | 0.6 |
| SOTO ST. JCT. YL | 0.5 |
| 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 | |

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
|-------|-----------------|---------------------------|--------------------------------|
| 103 | Riverside | Omaha or beyond | Any station |
| 1 | Ontario, Pomona | Salt Lake City or beyond | Any station |
| 3 | Ontario | Salt Lake City or beyond | Any station |
| 37 | Any station | Any station | Any station |

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.
The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.
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.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | FIRST CLASS | | | | Mile-Post |
|---|--------------------|-------------|---------------------------|--------------|-----------|
| | 4 Passenger | 2 Passenger | 104 Streamliner Passenger | 38 Passenger | |
| | Daily | Daily | Daily | Daily | |
| YARD OWTFP | A 1.55PM | A 4.20PM | A 8.45PM | A 11.10PM | 168.2 |
| IP | 1.45PM | 4.10PM | 8.37PM | 10.58PM | 158.6 |
| | 1.33PM | 3.58 | 8.27 | 10.45 | 150.1 |
| | 11.25AM | 1.55 | 6.38 | 8.25 | 67.8 |
| | 11.12 | 1.42 | 6.25 | 8.05 | 64.5 |
| IP | 11.02AM | 1.32PM | 6.15PM | 7.53PM | 58.2 |
| YARD WP | 11.00 | 1.30 | 6.12 | 7.50 | 57.5 |
| AI | | | | | 55.2 |
| 79 P | 10.49 | 1.21 | 6.06 | 7.33 | 58.8 |
| 115 YP | | | | | 58.0 |
| 78 P | 10.45 | 1.17 | 6.03 | 7.29 | 49.8 |
| 78 YP | | | | | 48.8 |
| 116 P | 10.41 | 1.14 | 6.00 | 7.25 | 45.6 |
| I | | | | | 88.1 |
| 70 WP | 10.33 | 1.06 | 5.53 | 7.15 | 87.8 |
| 61 P | | | | | 85.5 |
| 72 IP | 10.28 | 1.01 | 5.48 | 7.07 | 88.0 |
| 50 WP | 10.25 | 12.59 | 5.46 | 7.05 | 82.0 |
| 99 P | 10.21 ¹ | 12.52 | 5.46 | 6.55 | 28.9 |
| 88 P | 10.16 | 12.47 | 5.38 | 6.49 | 24.4 |
| 79 P | 10.12 | | | 6.43 | 19.9 |
| 100 WP | 10.09 | 12.40 | 5.32 | 6.40 | 17.0 |
| 75 P | 10.06 | 12.37 | 5.32 | 6.36 | 18.7 |
| P | | | | | 10.9 |
| 79 P | 10.02 | 12.33 | 5.26 | 6.32 | 10.8 |
| 97 P | 9.59 | 12.30 | 5.24 | 6.29 | 8.5 |
| | 9.55 | 12.25 | 5.20 | 6.25 | 5.7 |
| | | | | | 5.6 |
| YARD WTOPZ | 9.46 | 12.16 | 5.14 | 6.16 | 8.7 |
| P | 9.44 | 12.14 | 5.12 | 6.14 | 2.8 |
| | | | | | 2.2 |
| I | 9.40 | 12.10 | 5.09 | 6.10 | 1.7 |
| | | | | | 0.0 |
| I | 9.33 | 12.04 | 5.03 | 6.03 | |
| I | | | | | |
| IP | 9.30AM | 12.01PM | 5.00PM | 6.00PM | |

Thru Time (4.25) (4.19) (3.45) (5.10)
Average speed per hour 37.4 38.1 44.4 31.9
Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class.—See Rule S-72.
The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.
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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

| Train | At | Discharge Passengers From | Pick Up Passengers Destined To |
|-------|-----------------|---------------------------|--------------------------------|
| 2 & 4 | Pomona, Ontario | Salt Lake City or beyond | Any station |
| 104 | Riverside | Omaha or beyond | Any station |
| 38 | Any station | Any station | Any station |

| WESTWARD | | SAN PEDRO BRANCH | | EASTWARD | |
|---|-----|--|--------------------------------------|-----------|------|
| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | | Time-Table No. 29 September 1, 1947 | | | |
| Distance from First Street Los Angeles | | STATIONS | | Mile-Post | |
| | | | DOWNEY ROAD YL | | 2.8 |
| Tfr | IP | 2.8 | 0.8 DN HOBART YL J | | 8.1 |
| | | | A. T. and S. F. Crossing | | |
| | I | 8.6 | 0.5 L. A. JCT. BY. CROSSING YL | | 8.6 |
| 85 | WP | 4.2 | 0.6 FRUITLAND YL | | 4.2 |
| | AI | 5.1 | 0.9 P. E. CROSSING YL | | 5.1 |
| 15 77 | P | 5.8 | 0.2 BELL YL | | 5.8 |
| | AI | 7.4 | 2.1 SOUTH GATE YL (S. P. Csg.) | | 7.4 |
| 18 | | 9.4 | 2.0 WORKMAN | | 9.4 |
| 3 | | 10.0 | 0.6 RANCHO LOS AMIGOS (Spur) | | 10.0 |
| | AI | 11.2 | 1.2 P. E. CROSSING | | 11.2 |
| 61 | P | 12.5 | 1.3 D HYNES YL HY | | 12.5 |
| 78 75 | P | 14.8 | 1.8 RIOCO YL | | 14.8 |
| | | 14.6 | 0.8 DOUGLAS JOT. YL | | 14.6 |
| | I | 17.4 | 2.8 COTA | | 17.4 |
| | | | P. E. Crossing | | |
| 96 | P | 19.1 | 1.7 D MANUEL MU | | 19.1 |
| | I | 21.7 | 2.6 THENARD | | 21.7 |
| | | | S. P. and P. E. Crossings | | |
| YARD | P | 22.8 | 0.6 DN MEAD TFR. YL WI | | 22.8 |
| | I | 28.2 | 0.9 HENRY FORD BLV. DRAWBRIDGE YL | | 28.2 |
| YARD | WTP | 24.2 | 1.0 TERMINAL ISLAND YL | | 24.2 |
| YARD | P | 25.9 | 1.7 EAST SAN PEDRO YL | | 25.9 |
| | | | 28.1 | | |

| WESTWARD — PASADENA BRANCH — EASTWARD | |
|---|---------------------------|
| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | |
| Time-Table No. 29 September 1, 1947 | |
| Distance from First Street Los Angeles | |
| STATIONS | |
| Mile-Post | |
| I | 0.9 PASADENA JCT. YL 0.9 |
| I | 1.0 ALHAMBRA AVE. YL 1.0 |
| | S. P. Crossing |
| I | 1.6 GLENDALE JCT. YL 1.6 |
| | 0.6 |
| | 2.7 AVENUE 88 YL 2.7 |
| | 2.7 |
| | 5.4 HIGHLAND PARK YL 5.4 |
| | A. T. and S. F. Crossing |
| 3 | 8.4 RAYMOND YL (Spur) 8.4 |
| | 8.0 |
| | 9.0 FAIR OAKS AVE. YL 9.0 |
| | P. E. Crossing |
| | 9.4 CALIFORNIA ST. YL 9.4 |
| | 0.4 |
| 19 | 9.8 D PASADENA YL FH 9.8 |
| | 8.9 |

| WESTWARD — GLENDALE BRANCH — EASTWARD | |
|---|-----------------------------|
| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | |
| Time-Table No. 29 September 1, 1947 | |
| Distance from First Street Los Angeles | |
| STATIONS | |
| Mile-Post | |
| I | 1.6 GLENDALE JCT. YL 1.6 |
| | 0.4 |
| | 2.0 AVENUE 18 YL 2.0 |
| | 0.5 |
| | 2.5 DAYTON AVE. TWR. YL 2.5 |
| | 2.1 |
| | 4.6 ARROYO JOT. YL 4.6 |
| | 0.4 |
| 4 | 5.0 DELAY DRIVE YL 5.0 |
| | 0.2 |
| | 5.2 FLETCHER DRIVE YL 5.2 |
| | 0.6 |
| | 5.8 FOREST LAWN YL 5.8 |
| | 1.9 |
| 3 | 7.7 GLENDALE YL 7.7 |
| | 6.1 |

Dayton Ave. Tower 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.

| WESTWARD — ANAHEIM BRANCH — EASTWARD | | WESTWARD — CRESTMORE BRANCH — EASTWARD | |
|---|----------------------------------|---|---------------------------|
| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | | Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | |
| Time-Table No. 29 September 1, 1947 | | Time-Table No. 29 September 1, 1947 | |
| Distance from Whittier Jct. | | Distance from Riverside Jct. | |
| STATIONS | | STATIONS | |
| Mile-Post | | Mile-Post | |
| | 0.0 WHITTIER JCT. YL 0.0 | | 0.0 RIVERSIDE JCT. YL 0.0 |
| | 2.8 | | 0.8 |
| 18 | D WHITTIER YL WR 2.8 | P | S. P. INTERCHANGE 0.8 |
| | 4.6 | | 0.7 |
| | 6.9 PAC. ELEC. CROSSING 6.9 | | FAIRMONT PARK 1.0 |
| | 2.8 | | 0.8 |
| | 9.7 D LA HABRA HA 9.7 | 16 | ALAMO (Spur) 1.8 |
| | 0.8 | WTP | CRESTMORE YL 8.5 |
| | 10.5 PAC. ELEC. CROSSING 10.5 | | 8.5 |
| | 8.8 | | |
| 6 | 18.8 SUNNY HILLS 18.8 | | |
| | 1.7 | | |
| | 15.5 A. T. & S. F. CROSSING 15.5 | | |
| | 1.8 | | |
| 11 | D FULLERTON RN 17.8 | | |
| | 2.7 | | |
| 40 | WT D ANAHEIM YL MN 20.0 | | |
| | 20.0 | | |

| WESTWARD — ST. THOMAS BRANCH — EASTWARD | | WESTWARD — BOULDER CITY BRANCH — EASTWARD | |
|---|---|---|---|
| Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | | Car capacity of sidings, etc. See Rules 6 & 6(A). Page 14 | |
| Second Class 311 Mixed Daily Except Sunday | | Second Class 419 Local Freight Daily Except Sunday | |
| Time-Table No. 29 September 1, 1947 | | Time-Table No. 29 September 1, 1947 | |
| Distance from Moapa | | Distance from Boulder Jct. | |
| STATIONS | | STATIONS | |
| Mile-Post | | Mile-Post | |
| 115 | WTP 10.15AM 0.0 DN-R MOAPA MA 0.0 | A | 9.40AM 0.0 BOULDER JCT. 0.0 |
| 11 | 10.40 5.1 NARROWS 5.1 | P | 6.10 9.8 D HENDERSON RB 9.8 |
| 9 | 11.05 10.2 LOGANDALE 10.2 | YARD | WTP A 6.40AM 22.4 D-R BOULDER CITY YL BC 22.4 |
| 3 | 11.15 12.8 VIRGIN 12.8 | | |
| 11 | 11.30 14.8 OVERTON 14.8 | | |
| | 1.9 | | |
| | or A 11.55AM 16.7 MEAD LAKE (Spur) 16.7 | | |
| | | | |
| | (1.40) Thru Time (1.40) | | (0.50) Thru Time (0.50) |
| | 10.0 Average speed per hour 10.0 | | 26.9 Average speed per hour 26.9 |

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.

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 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.

Where rules, special rules or bulletin 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 any thing that may affect movement of train, but a speed of 15 MPH must not be exceeded.

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|--|------|--|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Maximum speed. | 90 | 80 | 50 | Trains handling scale test cars: | | | |
| Inspection bus cars. | | 45 | 45 | On main line. | | | 30 |
| When caboose is handled in train consisting of passenger train equipment. | | 55 | | On branch lines. | | | 20 |
| 800 class engines or Diesel-electric locomotives: | | | | Trains handling rock from Bly and trains handling empty flat cars in rock service. | | | 30 |
| On straight track. | | 80 | | Trains handling loaded wooden Hart convertible cars: | | | |
| On curves where not otherwise restricted. | | 75 | | On main line. | | | 30 |
| Pacific type engines. | | 75 | 50 | On branch lines. | | | 20 |
| Mountain type engines. | | 70 | 50 | Trains handling company roadway machines on their own wheels: On straight track. | | | 30 |
| 3900 class engines. | | 65 | 50 | On curves. | | | 25 |
| 3800 class engines. | | 60 | 50 | When using No. 14 turnouts at power operated switches. | 25 | 20 | 20 |
| 2-10-2 and 4-10-2 type engines. | | 50 | 50 | When using cross-overs and other turnouts. | 15 | 15 | 15 |
| MacArthur type engines with 63-inch drivers. | | 50 | 45 | 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 |
| MacArthur type engines with 57-inch drivers and consolidated type engines. | | 35 | 35 | Through tunnels and on curves approaching tunnels. | 40 | 40 | 25 |
| 3500 class engines. | | 30 | 30 | Through interlocking. | 30 | 30 | 30 |
| 1900 and 2100 class engines. | | 30 | 30 | Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over crossing. | 20 | 20 | 20 |
| 0-6-0 and 0-8-0 type yard engines. | | 20 | 20 | Railroad crossings not protected by interlocking. | 15 | 15 | 15 |
| Maximum speed for Diesel-electric locomotives in road or helper service: Backing up shoving a train. | | Speed of train being helped will govern. | | | | | |
| Backing up pulling train. | 40 | 40 | 40 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| Backing up light. | | | 40 | Wye tracks. | 6 | 6 | 6 |
| Steam engines running backward. | | 20 | 20 | | | | |
| Diesel-electric switch engines in road service: | | 35 | 35 | | | | |
| Within yard limits on main line. | 50 | 40 | 25 | | | | |
| Within yard limits on branches. | | 30 | 15 | | | | |

FIRST SUBDIVISION

| | | | | | | | |
|--|----|----|----|---|----|----|----|
| Los Angeles River Bridge and Pasadena Jct. | 15 | 15 | 15 | Between M.P. 23.6 and 23.8. | 70 | 65 | 45 |
| 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 | Between M.P. 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 3.3. | 25 | 25 | 20 | Between M.P. 29.1 and 29.5. | 70 | 65 | 45 |
| Between M.P. 3.3 and 7.0. | 50 | 40 | 25 | Pomona | | | |
| Montebello | | | | Between M.P. 30.6 and 33.8. | 30 | 30 | 25 |
| Between M.P. 8.8 and 9.0. | 85 | 70 | 45 | WO Tower | | | |
| Between M.P. 9.4 and 10.3. | 50 | 40 | 25 | Between M.P. 34.4 and 34.5. | 75 | 70 | 45 |
| Pico | | | | Ontario | | | |
| Between M.P. 10.3 and 11.7. | 50 | 40 | 25 | Between M.P. 36.2 and 38.6. | 50 | 40 | 25 |
| Clayton | | | | Between M.P. 43.5 and 43.6. | 85 | 70 | 45 |
| Between M.P. 13.6 and 13.9. | 70 | 65 | 45 | Between M.P. 47.9 and 48.8. | 85 | 70 | 45 |
| Between M.P. 15.1 and 15.3. | 55 | 45 | 35 | Bly, when using cross-over east of office. | | | 10 |
| Rowland | | | | Pedley | | | |
| Between M.P. 20.5 and 21.0. | 85 | 70 | 45 | Between M.P. 49.9 and 50.7. | 70 | 65 | 45 |

FIRST SUBDIVISION (Cont'd)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|-----------------------------|----------------|-------|------|---|----------------|-------|------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Between M.P. 51.8 and 52.3. | 65 | 55 | 45 | Between M.P. 57.6 and 57.8. | 50 | 40 | 25 |
| Between M.P. 53.4 and 53.8. | 60 | 50 | 40 | Between M.P. 57.8 and 58.1. | 20 | 20 | 20 |
| Between M.P. 55.4 and 56.0. | 55 | 45 | 35 | Daggett | | | |
| Between M.P. 56.0 and 57.3. | 50 | 40 | 25 | Between M.P. 158.8 and 159.0. | 15 | 15 | 15 |
| Between M.P. 57.3 and 57.6. | 20 | 20 | 20 | Between M.P. 161.4 and 162.7. | 50 | 40 | 25 |
| | | | | Yermo, between east and west switches of passenger siding, M.P. 162.7 and 163.5. | 20 | 20 | 20 |

SECOND SUBDIVISION

| | | | | | | | |
|--|----|----|----|---|----|----|----|
| Yermo, between east and west switches of passenger siding, M.P. 162.7 and 163.5. | 20 | 20 | 20 | Cima to Desert, 2800 and 3100 class engines running light. | | | 35 |
| Between M.P. 163.5 and 164.9. | 50 | 40 | 25 | Cima | | | |
| Between M.P. 168.8 and 169.4. | 85 | 70 | 45 | Between M.P. 254.2 and 255.3. | 50 | 40 | 25 |
| Between M.P. 179.1 and 179.8. | 85 | 70 | 45 | Between M.P. 256.6 and 256.9. | 85 | 70 | 45 |
| Between M.P. 180.8 and 181.7. | 85 | 70 | 45 | Joshua | | | |
| Field | | | | Between M.P. 259.0 and 259.2. | 85 | 70 | 45 |
| Between M.P. 184.1 and 184.8. | 85 | 70 | 45 | Between M.P. 260.3 and 261.4. | 85 | 70 | 45 |
| Between M.P. 186.2 and 187.0. | 70 | 65 | 45 | Between M.P. 262.5 and 263.5. | 85 | 70 | 45 |
| Dunn | | | | Brant | | | |
| Between M.P. 188.4 and 189.0. | 70 | 65 | 45 | Between M.P. 265.3 and 267.5. | 85 | 70 | 45 |
| Between M.P. 189.1 and 189.4. | 55 | 45 | 35 | Ivanpah | | | |
| Between M.P. 189.5 and 190.9. | 60 | 50 | 45 | Between M.P. 269.2 and 272.9. | 85 | 70 | 45 |
| Between M.P. 191.2 and 191.6. | 80 | 70 | 45 | Moore | | | |
| Afton | | | | Between M.P. 274.5 and 274.6. | 85 | 70 | 45 |
| Between M.P. 191.8 and 192.0. | 60 | 50 | 45 | Between M.P. 276.0 and 276.7. | 85 | 70 | 45 |
| Between M.P. 192.1 and 192.3. | 40 | 40 | 25 | Nipton | | | |
| Between M.P. 192.8 and 193.2. | 45 | 40 | 30 | Between M.P. 278.5 and 278.7. | 85 | 70 | 45 |
| Between M.P. 193.4 and 193.7. | 55 | 45 | 40 | Between M.P. 279.9 and 280.7. | 85 | 70 | 45 |
| Between M.P. 193.8 and 196.2. | 60 | 50 | 45 | Between M.P. 281.8 and 282.2. | 85 | 70 | 45 |
| Crucero | | | | Desert | | | |
| Between M.P. 204.9 and 205.0. | 85 | 70 | 45 | Between M.P. 284.7 and 284.8. | 85 | 70 | 45 |
| Balch | | | | Between M.P. 286.3 and 286.9. | 85 | 70 | 45 |
| Between M.P. 213.3 and 213.8. | 85 | 70 | 45 | Calada | | | |
| Glasgow | | | | Between M.P. 287.9 and 288.2. | 85 | 70 | 45 |
| Between M.P. 221.3 and 223.0. | 85 | 70 | 45 | Roach | | | |
| Between M.P. 223.5 and 223.9. | 75 | 70 | 45 | Between M.P. 295.8 and 296.2. | 85 | 70 | 45 |
| Between M.P. 225.0 and 226.5. | 85 | 70 | 45 | Borax | | | |
| Between M.P. 227.7 and 228.0. | 85 | 70 | 45 | Between M.P. 297.5 and 298.8. | 85 | 70 | 45 |
| Between M.P. 229.0 and 230.8. | 85 | 70 | 45 | Between M.P. 300.9 and 301.1. | 85 | 70 | 45 |
| Flynn | | | | Jean | | | |
| Between M.P. 230.9 and 231.2. | 70 | 65 | 45 | Between M.P. 302.0 and 303.8. | 85 | 70 | 45 |
| Between M.P. 232.1 and 232.6. | 85 | 70 | 45 | Between M.P. 305.0 and 305.3. | 85 | 70 | 45 |
| Kelso | | | | Sutor | | | |
| Between M.P. 234.0 and Signal 2352. | 50 | 40 | 20 | Between M.P. 308.2 and 308.7. | 85 | 70 | 45 |
| Between Signals 2352 and 2359. | 20 | 20 | 20 | Erie | | | |
| Between Signal 2359 and M.P. 237.3. | 50 | 40 | 20 | Between M.P. 309.3 and 309.8. | 70 | 65 | 45 |
| Between M.P. 253.0 and 254.2. | 50 | 40 | 20 | Between M.P. 310.1 and 311.0. | 85 | 70 | 45 |
| Cima to Kelso | 60 | 40 | 20 | Between M.P. 311.7 and 311.9. | 70 | 65 | 45 |
| All freight and mixed trains except when handled with Diesel-electric 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. | | | | Between M.P. 312.1 and 312.5. | 45 | 40 | 30 |
| 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. 312.6 and 313.6. | 80 | 70 | 45 |
| Cima to Kelso | | | | Between M.P. 314.6 and 315.0. | 40 | 40 | 30 |
| 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 | Sloan | | | |
| | | | | Between M.P. 315.5 and 316.5. | 40 | 40 | 30 |
| | | | | Between M.P. 316.5 and 317.1. | 60 | 50 | 40 |
| | | | | Between M.P. 317.8 and 318.0. | 85 | 70 | 45 |
| | | | | Between M.P. 318.5 and 319.7. | 40 | 40 | 30 |
| | | | | Between M.P. 320.6 and 321.0. | 65 | 55 | 45 |
| | | | | Blue Diamond Spur | | 12 | 12 |
| | | | | Arden | | | |
| | | | | Between M.P. 326.6 and 327.1. | 85 | 70 | 45 |
| | | | | Between M.P. 328.0 and 329.4. | 85 | 70 | 45 |
| | | | | Between M.P. 332.4 and 333.1. | 50 | 40 | 25 |
| | | | | Between M.P. 333.1 and 334.2. | 20 | 20 | 20 |
| | | | | Las Vegas | | | |

THIRD SUBDIVISION

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|-------------------------------|----------------|-------|-----|---|----------------|-------|-----|
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Las Vegas | | | | Moapa, between switches. | 85 | 70 | 45 |
| Between M.P. 334.2 and 335.3. | 20 | 20 | 20 | Moapa | | | |
| Between M.P. 335.3 and 336.1. | 50 | 40 | 25 | Between M.P. 387.6 and 387.7. | 85 | 70 | 45 |
| Wann | | | | Acton | | | |
| Between M.P. 339.0 and 339.3. | 85 | 70 | 45 | Between M.P. 391.7 and 392.1. | 55 | 45 | 35 |
| Valley, airport spur. | | | | Between Farrier and Etna, streamline trains must not exceed schedule speed. | | 50 | |
| Between M.P. 343.0 and 343.3. | 85 | 70 | 45 | Farrier | | | |
| Between M.P. 345.4 and 345.9. | 85 | 70 | 45 | Between M.P. 394.0 and 394.2. | 65 | 50 | 40 |
| Dike | | | | Between M.P. 394.7 and 395.4. | 35 | 35 | 25 |
| Between M.P. 347.4 and 347.6. | 85 | 70 | 45 | Between M.P. 395.6 and 397.3. | 65 | 50 | 40 |
| Between M.P. 348.4 and 350.7. | 40 | 40 | 30 | Rox | | | |
| Between M.P. 350.9 and 351.1. | 70 | 65 | 45 | Between M.P. 397.6 and 398.6. | 40 | 35 | 25 |
| Between M.P. 351.2 and 352.3. | 85 | 70 | 45 | Between M.P. 399.9 and 400.5. | 65 | 50 | 40 |
| Apex | | | | Between M.P. 401.7 and 402.1. | 80 | 50 | 40 |
| Between M.P. 355.2 and 355.3. | 85 | 70 | 45 | Hoya | | | |
| Between M.P. 356.1 and 356.8. | 45 | 40 | 30 | Between M.P. 403.7 and 419.6. | 35 | 35 | 25 |
| Between M.P. 357.3 and 357.8. | 75 | 70 | 45 | Carp | | | |
| Garnet | | | | Between M.P. 420.4 and 423.7. | 65 | 50 | 40 |
| Between M.P. 358.2 and 359.4. | 45 | 40 | 30 | Cloud | | | |
| Between M.P. 360.2 and 360.3. | 85 | 70 | 45 | Between M.P. 424.0 and 425.1. | 65 | 50 | 40 |
| Between M.P. 362.2 and 362.5. | 60 | 50 | 40 | Between M.P. 425.5 and 426.2. | 55 | 45 | 35 |
| Dry Lake | | | | Between M.P. 426.4 and 427.6. | 65 | 50 | 40 |
| Between M.P. 363.9 and 364.2. | 70 | 65 | 45 | Between M.P. 428.0 and 428.2. | 55 | 45 | 35 |
| Between M.P. 365.1 and 365.3. | 85 | 70 | 45 | Between M.P. 428.3 and 428.4. | 80 | 50 | 40 |
| Crystal | | | | Leith | | | |
| Between M.P. 369.1 and 369.4. | 70 | 65 | 45 | Between M.P. 429.1 and 429.2. | 65 | 50 | 40 |
| Ute | | | | Between M.P. 430.1 and 456.1. | 35 | 35 | 25 |
| Between M.P. 376.7 and 377.2. | 85 | 70 | 45 | Etna | | | |
| Byron | | | | Between M.P. 457.1 and 457.2. | 80 | 50 | 40 |
| Between M.P. 379.2 and 379.6. | 60 | 50 | 40 | Between M.P. 457.9 and 459.5. | 50 | 40 | 25 |
| Between M.P. 380.4 and 380.9. | 65 | 55 | 45 | Caliente | | | |
| Between M.P. 381.1 and 381.3. | 85 | 70 | 45 | | | | |

BRANCHES

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

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.