

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 13

Effective Sunday,
January 10, 1954

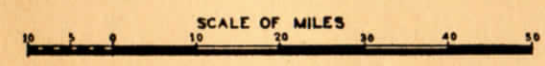
at 12:01 A. M. Pacific Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

13 MAY 55
 OTTO C. PERRY
 #3 FOX STREET
 DENVER 23, COLORADO

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1952



A. D. HANSON
General Manager

H. E. SHUMWAY
General Superintendent Transportation

D. F. WENGERT
General Superintendent

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

First Subdivision and Branches

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

Second Subdivision and Branches

L. W. FLAHERTY,
 Chief Train Dispatcher Los Angeles, Cal.
H. W. STOKER,
 Asst. Chief Train Dispatcher Los Angeles, Cal.
J. E. MUNCEY,
 Asst. Chief Train Dispatcher Los Angeles, Cal.
R. A. SEALS,
 Asst. Chief Train Dispatcher Los Angeles, Cal.

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

NAME	TITLE	PLACE
E. W. Turner	District Surgeon	Los Angeles
J. B. Demman	Surgeon	Las Vegas
C. G. Scruggs	Surgeon	Las Vegas
J. J. Hamill	Surgeon	Las Vegas
H. D. Orr	Surgeon	Victorville
Leland Jacobson	Surgeon	San Bernardino
J. N. McAllister	Surgeon	San Bernardino
C. M. Hadley	Oculist-Aurist	San Bernardino
T. A. Card	Surgeon	Riverside
R. E. Fisher	Surgeon	Pomona
W. A. Sullivan	Surgeon	Ontario
A. L. Kobal	Surgeon	Covina
W. W. Schultz	Surgeon	Puente
E. M. Pettis	Surgeon	Fullerton
E. L. Shultz	Surgeon	East Los Angeles
M. D. Mieras	Surgeon	Pico-Rivera
H. E. Lestmann	Surgeon	Rivera
H. A. Baers	Oculist & Aurist	Los Angeles
W. H. Ball	Surgeon	Los Angeles
S. Castanera	Surgeon	Los Angeles
H. M. Mason	Surgeon	Los Angeles
E. C. Kaye	Surgeon	Los Angeles
J. Segal	Surgeon	Los Angeles
W. W. Mead	Surgeon	Los Angeles-Compton
F. W. Van Kirk, Jr.	Surgeon	Los Angeles
E. M. F. Weaver	Oculist & Aurist	Los Angeles
A. W. Williams	Surgeon	Los Angeles
E. E. Wunderlich	Surgeon	Los Angeles-Palos Verdes
G. H. Quillen	Surgeon	Wilmington
W. W. Horst	Surgeon	Wilmington
R. B. Eusden	Surgeon	Long Beach
D. C. Sigworth	Surgeon	Long Beach
R. H. Munford	Surgeon	La Habra
G. E. Reames	Surgeon	Whittier
J. T. Morgan	Surgeon	Norwalk
E. A. Westphal	Surgeon	Glendale
G. L. Barnum	Surgeon	Pasadena
B. O'Sullivan	Surgeon	Pasadena
M. R. Couch	Surgeon	San Gabriel
J. E. Cummings	Surgeon	Highland Park
W. G. Patton	Oculist & Aurist	Alhambra
D. P. Nebeker	Surgeon	Arcadia
W. W. Woods	Surgeon	Alhambra
C. T. Poulson	Surgeon	Inglewood
C. H. Landers	Surgeon	Los Angeles (Central)
J. C. Sharpe	Surgeon	West Los Angeles
D. O. Lagerlof	Surgeon	West Los Angeles-Beverly
G. R. Dunlevy	Surgeon	Hollywood
T. M. Hearn	Surgeon	Hollywood
J. E. Bergmann	Surgeon	Santa Monica
C. S. Muller	Surgeon	Bell
L. F. Summers	Surgeon	Lynwood

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
 Yermo...Enginemen's Locker Room
 San Bernardino...Union Pacific Round House
 East Yard...Enginemen's Locker Room
 East Yard...Telegraph Office
 East Yard...Dispatcher's Office
 East Yard...4th St. Yard Office
 Los Angeles...Union Station Telegraph Office
 Los Angeles...Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD							
FIRST CLASS					FIRST CLASS							
9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	37 Passenger	Distance from Ogden	Time-Table No. 13 January 10, 1954		Mile Post	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	
Daily	Daily	Daily	Daily		STATIONS			A	A	A	A	
9.05	6.25	8.10	6.35	0.0	MT	OGDEN	MT	0.0	A 6.05	A 6.30	A 9.35	A 6.25
10.00	7.10	8.55	7.35	86.8	SALT LAKE CITY		86.8	784.0	5.05	5.45	8.50	5.30
10.30	7.20	9.05	9.45		4.45	5.35			8.40	5.00		
12.30	9.14	10.55	12.20	154.4	LYNN DYL		665.9	2.20	3.39	6.46	2.10	
2.10	10.30	12.08	2.25	248.5	MILFORD		576.8	12.50	2.30	5.37	12.35	
3.00	10.57	12.35	3.10	278.9	LUND		541.4	12.05	1.56	5.00	11.40	
5.08	12.31	2.12	5.25	360.8	CALIENTE		459.5	10.15	12.17	3.24	9.30	
8.05	3.15	4.50	8.45	486.1	MT	LAS VEGAS	MT	384.2	7.30	9.50	12.55	6.30
7.20	2.25	4.00	8.15		PT		PT		6.15	8.40	11.45	5.00
10.45	5.10	6.43	12.45	657.1	YERMO		168.2	2.53	5.45	8.45	12.30	
11.08	5.28	7.00	1.15	670.5	BARSTOW		150.1	2.25	5.20	8.27	11.59	
1.15	7.25	8.55	3.40	751.8	SAN BERNARDINO		67.8	12.20	3.30	6.38	9.45	
1.25	7.33	9.03	3.50	754.8	COLTON		64.5	12.07	3.20	6.25	9.15	
1.40	7.45	9.15	4.15	761.8	RIVERSIDE		57.5	11.55	3.07	6.13	8.55	
2.01			5.00	781.5	ONTARIO		37.8	11.28			8.15	
2.11			5.20	787.3	POMONA		32.0	11.20			8.05	
2.50	8.40	10.10	6.25	818.6	EAST LOS ANGELES		5.7	10.50	2.20	5.20	7.25	
A 3.15	A 9.00	A 10.30	A 7.00	821.0	PT	LOS ANGELES	PT	0.0	10.30	2.00	5.00	7.00
					821.0				Daily	Daily	Daily	Daily
(19.10)	(15.35)	(15.20)	(25.25)	Thru Time				(18.35)	(15.30)	(15.35)	(22.25)	
42.8	52.7	53.5	32.3	Average speed per hour				44.0	52.9	52.7	36.6	

Light figures indicate A.M. Heavy figures indicate P.M.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
9	Colton, Ontario	Salt Lake City or beyond	Stations where 9 stops
9	Victorville	Any station	Any station
*37	Any station	Any station	Los Angeles
103-107	Riverside	Any station	Salt Lake City or beyond
10	Pomona, Ontario	Any station	Stations where 10 stops
10	Victorville	Any station	Any station
*38	Any station	Any station	Stations where 108 and 104 stop
108-104	Riverside	Los Angeles	

*Includes non-revenue passengers.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A). Page 8	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time-Table No. 13	
	259 Time Freight	299 Stock Special	37 Passenger	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger		January 10, 1954	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
OPTWYZ	11.45PM	1.45AM	8.15PM	4.00PM	7.20AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P			8.30				454.7	4.9 BRAOKEN	
Y							457.0	2.8 BOULDER JCT.	
107 PW			f 8.36				461.5	4.5 ARDEN A	
104 P			f 8.47				469.0	7.5 SLOAN SX	
115 P			8.57				474.7	5.7 ERIE	
116 P			9.05				482.9	8.2 JEAN JE	
118 P							487.7	4.8 BORAX	
66 P							492.8	4.6 ROACH	
125 P							496.8	4.5 CALADA	
118 PW			9.27				501.5	4.7 DESERT	
117 P			9.33				506.5	5.0 NIPTON OH	
117 P			9.41				511.9	5.4 MOORE	
117 P			f 9.51				516.5	4.6 IVANPAH	
117 P			9.57				521.1	4.6 BRANT	
106 P							526.0	4.9 JOSHUA	
103 } 107 }			10.09				529.8	3.8 CIMA YL	
115 P							538.8	4.0 CHASE	
117 P			10.21				536.9	3.1 ELORA	
118 P							540.6	3.7 DAWES	
117 P							544.9	4.3 HAYDEN	
OPWY			s 10.55	5.38	f 9.18	4.05	548.5	8.6 DN KELSO YL FO	
114 P							558.4	4.9 FLYNN	
117 P							558.1	4.7 KERENS	
81 P			11.12				562.1	4.0 GLASGOW	
106 PW			11.17				566.4	4.8 SANDS	
117 P			11.23				572.1	5.7 BALCH	
117 P			11.30				579.7	7.6 ORUCERO	
126 P							587.1	7.4 BASIN	
70 P							592.5	5.4 AFTON	
125 P			11.52PM				596.7	4.2 DUNN	
117 P			12.01AM				601.6	4.9 FIELD	
117 P							606.2	4.6 MANIX	
117 PW			12.12				610.7	4.6 HARVARD	
115 P			12.18	6.35	10.28	5.00	615.7	5.0 TOOMEY	
OPWY	A 7.00AM	A 7.15AM	A 12.30AM	A 6.43PM	A 10.40AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN	

CENTRALIZED TRAFFIC CONTROL

(7.15) (5.30) (4.15) (2.43) (3.20) (2.45) Thru Time
23.5 31.1 40.2 62.3 51.3 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 8	FIRST CLASS		SECOND CLASS		Time-Table No. 13			
	38 Passenger	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight	January 10, 1954	
							STATIONS	
OPTWYZ	A 5.00AM	A 6.15PM	A 8.40PM	A 11.45PM	A 10.30AM	A 11.45PM		DN-R LAS VEGAS YL VG
117 P	4.45	5.59	8.30	11.35			829.3	4.9 BRAOKEN
Y							827.0	2.8 BOULDER JCT.
107 PW	f 4.35						822.5	4.5 ARDEN A
104 P	f 4.22						815.0	7.5 SLOAN SX
115 P	4.10						809.8	5.7 ERIE
116 P	s 3.55						801.1	8.2 JEAN JE
118 P							296.8	4.8 BORAX
66 P							291.7	4.6 ROACH
125 P							287.2	4.5 CALADA
118 PW	3.20						282.5	4.7 DESERT
117 P	f 3.15						277.5	5.0 NIPTON CH
117 P	3.05						272.1	5.4 MOORE
117 P	f 2.59						267.5	4.6 IVANPAH
117 P	2.50						262.9	4.6 BRANT
106 P							258.0	4.9 JOSHUA
103 } 107 }	f 2.38						254.2	3.8 CIMA YL
115 P							250.2	4.0 CHASE
117 P	2.20						247.1	3.1 ELORA
118 P							243.4	3.7 DAWES
117 P							239.1	4.3 HAYDEN
OPWY	s 1.55	s 4.10	6.50	9.50			235.5	8.6 DN KELSO YL FO
114 P							230.6	4.9 FLYNN
117 P	1.38						225.9	4.7 KERENS
81 P	1.33						221.9	4.0 GLASGOW
106 PW	1.27						217.6	4.8 SANDS
117 P	1.21						211.9	5.7 BALCH
117 P	1.15						204.8	7.6 ORUCERO
126 P							196.9	7.4 BASIN
70 P							191.5	5.4 AFTON
125 P	12.55						187.8	4.2 DUNN
117 P	12.50						182.4	4.9 FIELD
117 P							177.8	4.6 MANIX
117 PW	12.41						173.8	4.6 HARVARD
115 P							168.8	5.0 TOOMEY
OPWY	12.30AM	2.53PM	5.45PM	8.45PM	2.45AM	4.45PM	168.2	5.1 DN-R YERMO YL BN

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.22) (2.55) (3.00) (7.45) (7.00)
Average speed per hour..... 38.0 50.8 58.6 57.0 22.0 24.4

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 11.

WESTWARD		SECOND SUBDIVISION						Distance from Salt Lake City	Time-Table No. 13	
		SECOND CLASS		FIRST CLASS			January 10, 1954			
Car capacity of sidings, etc. See Rule 6(A). Page 8		299 Stock Special	259 Time Freight	107 Streamliner Passenger	9 Passenger	103 Streamliner Passenger	37 Passenger	C.T.C.	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily			
OPWY		7.45AM	8.00AM	6.43PM	10.45AM	5.10AM	12.45AM	620.8	DN-R YERMO YL BN 4.8	
IP				6.50PM	10.53AM	5.18AM	12.53AM	625.4	DN DAGGETT H 8.8	
				7.00	11.08AM	5.28	1.15	684.2	BARSTOW BA 80.8	
				8.55	1.15PM	7.25	3.40	715.0	SAN BERNARDINO B 8.5	
				9.03	1.25	7.33	3.50	718.5	COLTON 6.8	
IP				9.13PM	1.35PM	7.43AM	4.00AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P				9.15	1.40	7.45	4.15	725.5	DN RIVERSIDE YL 2.8	
AI								727.8	P. E. CROSSING 1.4	
124 P							4.25	729.2	STREETER 0.8	
113 P								730.0	ARLINGTON 4.7	
122 YP								784.7	BLY 2.7	
122 P							4.40	787.4	DN MIRA LOMA V 7.5	
I								744.9	S. P. CROSSING 0.8	
PW					2.01		5.00	745.2	DN ONTARIO YL RA 2.3	
123 P								747.5	SUNSWEEP 2.5	
P								750.0	S. P. CROSSING 1.0	
P					2.11		5.20	751.0	DN POMONA YL PO 3.1	
118 P								754.1	SPADRA 4.5	
122 P							5.31	758.6	WALNUT 7.4	
122 PW							5.40	766.0	D HILLGROVE BG 6.1	
P								772.1	WHITTIER JCT. 0.6	
118 P							5.55	772.7	D PICO K 1.8	
67 P							6.05	774.5	D MONTEBELLO MK 2.8	
				10.10	2.50	8.40	6.25	777.8	EAST LOS ANGELES YL 0.1	
OPWYZ		A 3.30PM	A 5.00PM					777.4	DN-R EAST YARD YL D 2.8	
P								780.2	DOWNEY ROAD YL 1.1	
								781.8	NINTH ST. JCT. YL 1.7	
								788.0	FIRST ST. YL 0.9	
I								788.9	PASADENA JCT. YL 0.1	
I								784.0	A. T. & S. F. Csg. (Mission Tower) 0.7	
IP				A 10.30PM	A 3.15PM	A 9.00AM	A 7.00AM	784.7	DN-R LOS ANGELES UD (Union Station)	
								163.9		

(7.45) (9.00) (3.47) (4.30) (3.50) (6.15) Thru Time
20.2 17.4 43.3 36.4 42.8 26.2 Average speed per hour

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.
All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For Stations not shown on schedule pages.—See Page 11.

		SECOND SUBDIVISION				EASTWARD		Distance from Salt Lake City	Time-Table No. 13	
		FIRST CLASS		SECOND CLASS		January 10, 1954				
Car capacity of sidings, etc. See Rule 6(A). Page 8		10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight	C.T.C.	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily			
OPWY		A 2.50PM	A 5.45PM	A 8.45PM	A 12.20AM	A 4.00PM	A 2.00AM	163.2	DN-R YERMO YL BN 4.8	
IP		2.38PM	5.33PM	8.37PM	12.12AM			158.6	DN DAGGETT H 8.5	
								150.1	BARSTOW BA 82.8	
						11.00	9.00	67.8	SAN BERNARDINO B 2.8	
						10.00	8.30	64.5	COLTON 6.8	
IP								58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL 0.7	
P								57.5	DN RIVERSIDE YL 2.8	
AI								55.2	P. E. CROSSING 1.4	
124 P								53.8	STREETER 0.8	
113 P								53.0	ARLINGTON 4.7	
122 YP								48.8	BLY 2.7	
122 P							8.28	45.6	DN MIRA LOMA V 7.5	
I								38.1	S. P. CROSSING 0.8	
PW								37.8	DN ONTARIO YL RA 2.3	
123 P								35.5	SUNSWEEP 2.5	
P								33.0	S. P. CROSSING 1.0	
P								32.0	DN POMONA YL PO 3.1	
118 P							8.05	28.9	SPADRA 4.5	
122 P							7.45	24.4	WALNUT 7.4	
122 PW							7.37	17.0	D HILLGROVE BG 6.1	
P								10.9	WHITTIER JCT. 0.6	
118 P							7.30	10.8	D PICO K 1.8	
67 P								8.5	D MONTEBELLO MK 2.8	
								5.7	EAST LOS ANGELES YL 0.1	
OPWYZ								5.6	DN-R EAST YARD YL D 2.8	
P								2.8	DOWNEY ROAD YL 1.1	
								1.7	NINTH ST. JCT. YL 1.7	
								0.0	FIRST ST. YL 0.9	
I									PASADENA JCT. YL 0.1	
I									A. T. & S. F. Csg. (Mission Tower) 0.7	
IP									DN-R LOS ANGELES UD (Union Station)	
								165.2		

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

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.
All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For Stations not shown on schedule pages.—See Page 11.

13 MAY 55
OTTO C. PERRY
#3 FOX STREET
DENVER 23, COLORADO

WESTWARD—ANAHEIM BRANCH—EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Whittier Jct.	Time-Table No. 13 January 10, 1954		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT.	0.0
	0.1		S. P. CROSSING	0.1
18	2.3	D	WHITTIER YL WR	2.3
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
I	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	20.0
			20.0	

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from Boulder Jct.	Time-Table No. 13 January 10, 1954		Mile-Post
		STATIONS		
	0.0		BOULDER JCT.	0.0
60	9.8	D	HENDERSON YL RB	9.8
PT	22.4	D-R	BOULDER CITY YL BC	22.4
			22.4	

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

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

Rule 6

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

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

- D —day operator;
- N —night operator;
- DN—day and night operator;
- O —coal;
- I —interlocking;
- O —oil;
- P —dispatcher's telephone;
- T —turntable;
- W —water;
- X —cross-over;
- R —train register;
- YL—yard limits.
- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS—remote control switch.

WESTWARD SAN PEDRO BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 8	Distance from First Street Los Angeles	Time-Table No. 13 January 10, 1954		Mile-Post
		STATIONS		
			DN-R EAST YARD YL D	
Tfr	8.1	IF	HOBART YL J	8.1
	8.6	I	L. A. JOT. BY. CROSSING YL	8.6
	5.1	AI	P. E. CROSSING YL	5.1
15	5.3	P	BELL YL	5.3
77	7.4	AI	S. P. CROSSING	7.4
	9.4		WORKMAN	9.4
	11.2	AI	P. E. CROSSING	11.2
13	12.5		PARAMOUNT YL HY	12.5
	14.8	P	RIOCO YL	14.8
120	14.6	P	DOUGLAS JOT. YL	14.6
73	17.4	I	P. E. CROSSING	17.4
75	19.1	P	MANUEL MU	19.1
	21.7	I	S. P. CROSSING	21.7
	21.9	I	P. E. CROSSING	21.9
	22.3	P	MEAD TFR. YL WI	22.3
	23.2	I	HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2	FWT	TERMINAL ISLAND YL	24.2
	25.9	P	EAST SAN PEDRO YL	25.9
			23.1	

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

Designation "Str."—Train with Diesel-electric Locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam Locomotive and all passenger train equipment; train with Diesel-electric Locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; Locomotive without cars.

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

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
DLS and Los Angeles-Las Vegas Mdse Trains: On straight track, where not otherwise restricted.			60	Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			35
On curves, where not otherwise restricted.			50	Trains handling water cars converted from Vanderbilt type locomotive tenders on secondary tracks and branch lines.			20
Freight trains handling tonnage in excess of 65 tons per operative brake.			40	Jordan spreaders and other machines of spreader type, when in operation.			15
Inspection bus cars.		40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
When caboose is handled in train consisting of passenger train equipment.		60		On branch lines. (Slower speed must be observed where conditions require.)			15
Diesel-electric yard switch locomotives in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric Locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line.	50	40	25
Diesel-electric Locomotive in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.)				On branch lines.		30	15
Backing up pulling a train. Backing up light.	40	40	40	Within yard limits Diesel-electric passenger locomotive operated without train.		25	
Diesel-electric freight and road switch locomotives.	65	65		When using cross-overs or turn-outs: Forward movement.	15	15	15
Trains handling scale test cars: On main line.			30	Back-up movement.	10	10	10
On branch lines.			20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling company roadway machines on their own wheels, except wrecking derricks: On main line: On straight track.			30	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
On curves.			25	Wye tracks.	6	6	6
On branch lines.			15				

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Las Vegas Between M.P. 334.2 and 332.9.	20	20	20	Cima to Kelso Diesel-electric Locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric Locomotives with dynamic brake in operation.			45
Arden Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric Locomotive with dynamic brake in operation.		30	
Between M.P. 319.7 and 318.5.	40	40	30	1870 series Diesel Locomotive operating light without dynamic brakes Cima to Kelso			20
Between M.P. 317.1 and 315.0.	40	40	30	with dynamic brakes in operation Cima to Kelso			35
Sloan Between M.P. 315.0 and 314.6. See Note.	40	40	30	Kelso to Sands			40
Between M.P. 313.6 and 312.6.	79	70	50	Cima to Desert			40
Between M.P. 312.5 and 311.7.	45	40	30				
Between M.P. 309.8 and 309.3. See Note.	70	60	50				

FIRST SUBDIVISION (Cont'd)

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

SECOND SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Spadra Between M.P. 25.3 and 25.1. See Note.	70	60	50
Between M.P. 161.7 and 161.4	70	60	50	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 159.0 and 158.8.	15	15	15	Hillgrove Between M.P. 15.3 and 15.1.	55	45	35
Riverside Jct. Between M.P. 58.1 and 57.8.	20	20	20	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 56.0 and 55.2	50	40	30	Between M.P. 11.3 and 10.9.	70	60	50
PE crossing M.P. 55.2.	50	40	30	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Streeter Between M.P. 53.7 and 53.4. See Note.	60	50	40	Montebello Over Power operated Switch M.P. 7.72: Using straight track. Using turn out.	50 25	50 20	50 20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	East Yard Between M.P. 2.4 and 1.7	25	25	20
Between M.P. 50.7 and 49.9.	70	60	50	Between M.P. 0.1 and West 0.3.	25	25	20
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Pomona Between M.P. 32.5 and 31.5.	40	40	25	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15
Between M.P. 29.5 and 29.1. See Note.	70	60	50				

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
Blue Diamond Spur Arden to M.P. 8.		20	Vernon, city limits.	12	12
M.P. 8 to end of track.		12	Henry Ford Ave. drawbridge.	15	15
Crestmore Branch Between Bly and Crestmore.		15	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	5	5
Between M.P. 12.0 and 13.0.		10	Pasadena Branch	12	12
			Glendale Branch	12	12
			Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision				Glendale Branch			
Cinderlite Spur	330.1	19 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.8	4	East
Basin Gravel Pit	196.9	117	East	Delay Drive	5.5	12	West
New Dunn	188.5	20 P	Both	Pottery Spur	5.7	2	West
				Westcraft, Inc.	5.8	8	West
Second Subdivision				Modglin Co., Inc.	5.8	6	West
Magnolia Ave.	55.2	13	East	Sawyer Cabinet Co.	6.1	2	East
Stearns Winery	45.8	226	East	Forest Lawn	6.2	3	Both
Champagne	43.5	45	Both	Glendale	7.7	5	Both
Ballou	40.5	41	Both				
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	22	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	53	East	Team Track	5.4	1	West
Convair West Spur	29.8	24	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	18	West	Municipal Light Plant	8.3	7	Both
Industrial Spur	27.0	38	East	Lennox Furnace Co.	8.5	2	East
Fallon	21.7	9	West	Crown Fence & Supply Co.	8.6	2	West
Clayton	13.5	8	East	A. C. Vroman Inc.	9.3	3	East
St. Helens Spur	11.1	16	West	Pasadena	9.8	19	Both
Boulder City Branch				San Pedro Branch			
Manganese, Inc.	11.5	62	East	Flood Control Spur	8.5	3	East
Magnesium	10.5	20	Both	Rancho Los Amigos	10.0	3	East
				Dayton Foundry Co.	10.2	6	West
Crestmore Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	18	West
Ennis	3.1	15	Both	Macco Corporation	11.5	15	West
Ormand	3.9	14	Both	Auto Lite Battery	11.6	19	East
Ormand Quarry	3.9	78	West	So. Western Cement Co.	13.1	35	West
Crestmore	6.9	Yard	Both	Ohio Rubber Co.	13.2	26	West
				Export Petroleum Co.	13.5	20	West
Anaheim Branch				Richfield Oil Co.	13.8	36	East
Gladding McBean Track	0.2	9	Both	Exeter Refining Co.	14.1	20	East
Sunny Hills Spur	13.8	118	West	Operators Refining Co.	14.4	19	West
Fullerton Industrial Lead	15.4	30	West				
Northrop Aircraft	18.8	14	West	Lakewood Branch			
California Juice Inc.	19.1	13	West	Lakewood	16.2	13 P	Both
Southern California Citrus	19.2	16	West	Douglas Aircraft Spur & Wye	16.5		Both
				Montana Ranch Spur	16.9	6	East
				Richfield Oil Spur	17.1	29	West
				City of Long Beach Water Dept.	17.1	8	East
				Hancock Refinery Spur	17.2	26	East
				Cherry Ave. Team Track	17.2	17	East

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Hayden	238.9	10	Both
Bracken	329.3	12	Both	Flynn	230.8	15	Both
Arden	321.9	15	Both	Kerens	225.8	18	Both
Sloan	315.2	15	West	Glasgow	222.0	16	Both
Erie	309.1	12	Both	Sands	217.4	11	Both
Jean	300.8	10	East	Baleh	212.0	14	Both
Borax	296.9	14	Both	Crucero	204.1	23	West
Roach	291.5	11	Both	Afton	191.6	17	West
Calada	287.1	14	Both	Dunn	187.1	30	Both
Desert	282.2	11	Both	Field	182.4	16	Both
Nipton	277.7	12	Both	Manix	177.6	19	East
Moore	271.9	8	Both	Harvard	173.2	16	Both
Ivanpah	267.2	12	Both	Toomey	168.5	4	East
Brant	262.8	7	Both				
Joshua	258.0	12	Both	Second Subdivision			
Cima	254.2	20	Both	Bly	48.3	89	Both
Chase	250.3	11	Both	Walnut	24.4	10	Both
Elora	246.8	9	Both	Hillgrove	17.0	30	Both
Dawes	243.4	16	Both	Pico	10.3	26	Both
				Montebello	8.5	30	Both

MILEAGE

Main Line	338.5
Branches	92.6
Total	431.1