



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 31

Effective Sunday,
April 30, 1961

at 12:01 A. M. Pacific Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO MARCH 1, 1959

WESTWARD

SECOND SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 31	
	5	9	103		April 30, 1961	
	Passenger	Passenger	Streamliner Passenger		STATIONS	
	Daily	Daily	Daily			
DPWT	11.25PM	8.20AM	6.05AM	620.8	DN-R YERMO YL BN	
IP	11.33PM	8.28AM	6.13AM	625.4	DN DAGGETT H	
	11.55 PM	8.43	6.23	634.2	BARSTOW BA	
D	2.10 AM	10.50	8.25	715.0	SAN BERNARDINO B	
	2.20	11.00	8.34	718.5	COLTON	
IP	2.30AM	11.10AM	8.43AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P	2.45	11.23AM	8.48	725.5	DN RIVERSIDE YL	Two Main Tracks
119 P				729.2	STREETER	
105 P				730.0	ARLINGTON	
118 YP				734.7	PEDLEY	
117 P	3.02			737.4	MIRA LOMA V	
PI				744.9	S. P. CROSSING	
P	3.30			745.2	ONTARIO YL RA	
117 P				747.5	MONTOLAIR	
P				750.0	S. P. CROSSING	
P	3.48	12.03PM	9.20	751.0	POMONA YL PO	
114 P				754.1	SPADRA	
118 P				758.6	WALNUT	
				765.2	PUENTE JCT.	
118 P				766.0	D CITY OF INDUSTRY BG	
				771.7	BARTOLO	
P				772.1	WHITTIER JCT.	
113 P	4.20			772.7	PICO K	
58 P	4.25			774.5	MONTEBELLO MK	
	4.30	12.40	9.55	777.3	DN EAST LOS ANGELES YL Z	
ODPWTZ				777.4	R EAST YARD YL	
PX				780.2	DOWNEY ROAD YL	
PX				781.3	NINTH ST. JCT. YL	Two Main Tracks
PX				783.0	FIRST ST. YL	
I				783.9	PASADENA JCT. YL	
I				784.0	A. T. & S. F. Csg. (Mission Tower)	
IP	5.00AM	1.00PM	10.15AM	784.7	DN-R LOS ANGELES UD	(Union Station)
				163.9		

(5.35) (4.40) (4.10) Thru Time
29.4 35.1 39.3 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.

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

Car capacity of sidings, etc. See Rule 6 (A), Page 8	FIRST CLASS			Mile-Post	Time-Table No. 31	
	10	104	6		April 30, 1961	
	Passenger	Streamliner Passenger	Passenger		STATIONS	
DPWT	5.00PM	6.45PM	2.55AM	163.2	DN-R YERMO YL BN	
IP	4.50PM	6.36PM	2.45AM	168.6	DN DAGGETT H	
	4.40	6.26	2.30	150.1	BARSTOW BA	
D	2.30	4.30	12.25	67.3	SAN BERNARDINO B	
	2.17	4.17	12.05AM	64.5	COLTON	
IP	2.07PM	4.07PM	11.53PM	58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
P	2.05PM	4.05	11.50	57.5	DN RIVERSIDE YL	Two Main Tracks
119 P				53.8	STREETER	
105 P				53.0	ARLINGTON	
118 YP				48.3	PEDLEY	
117 P				45.6	MIRA LOMA V	
PI				38.1	S. P. CROSSING	
P			11.20	37.8	ONTARIO YL RA	
117 P				35.5	MONTOLAIR	
P				33.0	S. P. CROSSING	
P	1.35	3.35	11.07	32.0	POMONA YL PO	
114 P				28.9	SPADRA	
118 P				24.4	WALNUT	
				17.8	PUENTE JCT.	
118 P				17.0	D CITY OF INDUSTRY BG	
				11.3	BARTOLO	
P				10.9	WHITTIER JCT.	
113 P				10.3	PICO K	
58 P				8.5	MONTEBELLO MK	
	1.05	3.05	10.35	5.7	DN EAST LOS ANGELES YL Z	
ODPWTZ				5.6	R EAST YARD YL	
PX				2.8	DOWNEY ROAD YL	
PX				1.7	NINTH ST. JCT. YL	Two Main Tracks
PX				0.0	FIRST ST. YL	
I					PASADENA JCT. YL	
I					A. T. & S. F. Csg. (Mission Tower)	
IP	12.45PM	2.45PM	10.15PM		DN-R LOS ANGELES UD	(Union Station)
				165.2		

Thru Time (4.15) (4.00) (4.40)
Average speed per hour 38.9 41.3 35.4

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

Car capacity of sidings, etc. See Rule 6(A). Page 8	Distance from Whittier Jct.	Time-Table No. 31 April 30, 1961		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	9.7	
	10.5	PAC. ELEC. CROSSING	10.5	
1	15.5	A. T. & S. F. CROSSING	15.5	
10	17.3	D FULLERTON RN	17.3	
39	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. 31 April 30, 1961		Mile-Post
		STATIONS		
YP	0.0	BOULDER JCT. YL	0.0	
59	9.8	D HENDERSON YLRB	9.8	
PY	22.4	D BOULDER CITY YL BC	22.4	
		22.4		

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.

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. 31 April 30, 1961		Mile-Post
		STATIONS		
		EAST YARD YL		
		DN HOBART YL J	3.1	
	3.1	A. T. and S. F. Crossing		
	3.6	L. A. JCT. BY. CROSSING YL	3.6	
	5.1	P. E. CROSSING YL	5.1	
69	5.3	BELL YL	5.3	
	7.4	S. P. CROSSING YL	7.4	
13	9.4	WORKMAN	9.4	
	11.2	P. E. CROSSING	11.2	
123	12.5	D PARAMOUNT YL HY	12.5	
73	14.3	RIOCO YL	14.3	
75	14.6	DOUGLAS JCT. YL	14.6	
	17.4	P. E. CROSSING	17.4	
96	19.1	MANUEL	19.1	
	21.7	S. P. CROSSING	21.7	
	21.9	P. E. CROSSING	21.9	
	22.3	MEAD TFR. YL	22.3	
	23.2	HENRY FORD BLV. DRAWBRIDGE YL	23.2	
	24.2	TERMINAL ISLAND YL	24.2	
	25.9	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 locomotive and all light-weight roller-bearing passenger train equipment.
 - Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
 - Designation "Fr."—Train with freight cars; train with caboose only; locomotive without cars.
- When a freight locomotive is used in passenger service on a branch line, the speed specified under "Fr." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
Los Angeles-Las Vegas Merchandise Trains where not otherwise restricted.			60	Freight trains handling tonnage in excess of 65 tons per operative brake.			40
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars numbers 8000-8499, 26000-26499 and Mexican ore cars F.C.D.N. series 400.			45
When using No. 14 turn-outs.	25	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
When using other cross-overs or turn-outs.	15	15	15	Trains handling scale test cars or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.			30 20
Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Within yard limits protected by continuous block signals.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15	Trains handling Diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial Diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel road freight and road switch locomotives.	65	65		Wye tracks.	6	6	6
1870 class locomotives: On First and Second Subdivisions. On branch lines.			50 20				
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
When leading unit at front of train is gas turbine or car body type unit backing up;	30	30	30				
Multiple unit engine when operated from other than leading unit.	30	30	30				

FIRST SUBDIVISION

Las Vegas Between M.P. 335.0 and 333.2.	20	20	20	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
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 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 with dynamic brakes in operation		20
Between M.P. 317.1 and 315.0.	40	40	30	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 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 Freight trains not required to use retainers per Special Rule 1045(S)			25	Basin Between M.P. 196.2 and 193.8.	60	50	40
Cima to Kelso Streamline trains handled with automatic brake in operation.	45			Between M.P. 193.7 and 191.8.	45	35	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 Wye. M.P. 163.1 and 162.8.	20	20	20

SECOND SUBDIVISION

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
Between M.P. 159.0 and 158.8.	15	15	15	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.3.	20	20	20	City of Industry Between M.P. 15.3 and 15.1.	55	45	35
Between M.P. 57.3 and 55.25.	45	40	30	Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 55.25 and 54.75.	30	30	30	Between M.P. 11.3 and 10.9.	70	60	50
Streeter Between M.P. 54.75 and 53.0. See Note.	45	45	40	Whittier Jct. Between M.P. 10.4 and 10.2. See Note.	60	50	40
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Montebello Over Power operated Switch M.P. 7.72: Using straight track.	70	60	50
Between M.P. 50.7 and 49.9	70	60	50	Using turn out.	25	20	20
Mira Loma S.P. Crossing M.P. 38.1.	40	40	25	East Yard Between M.P. 2.4 and 1.7.	25	25	20
Pomona Between M.P. 32.6 and 31.5.	40	40	25	Between M.P. 0.1 and West 0.3.	25	25	20
Between M.P. 29.5 and 29.1. See Note.	70	60	50	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		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder City Branch Between M.P. 17.8 and 19.0.	30	30	Lakewood Branch Del Amo Boulevard M.P. 15.2.	25	25
Blue Diamond Spur Arden to M.P. 8.		20	Wardlow Road M.P. 17.1.	10	10
M.P. 8 to end of track.		12	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track.	30	30
Crestmore Branch Between Pedley and Crestmore.		15	On curves.		10
Anaheim Branch Between M.P. 2.0 and 2.5.		15	Vernon, city limits.	12	12
Between M.P. 12.0 and 13.0.		10	Henry Ford Ave. drawbridge.	15	15
Highway Crossing M.P. 18.5.		10	Between the two home signals governing movement over Railroad crossings M.P. 5.1, 7.4, 11.2, and 17.4.	20	20
Highway Crossing M.P. 20.1.		8	Mead Transfer Road crossing to Ford Plant commencing movement over crossing.	10	10
			Pasadena Branch Between Avenue 33 and Pasadena Junction.	12	12
			Glendale Branch 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.	12	12

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

Eastward	Westward
M.P. 309.8	M.P. 314.6
M.P. 308.8	M.P. 187.5
M.P. 230.5	M.P. 29.1
M.P. 24.6	M.P. 191.3
	M.P. 54.75
	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	20 P	East	Taylor Milling Co.	4.2	15	West
Blue Diamond	321.8	P	West	Pacific Fence	5.3	4	East
Basin Gravel Pit	196.9	124	East	Delay Drive	5.5	12	West
New Dunn	188.5	21 P	Both	Glendale	5.6	7	East
Second Subdivision				Pottery Spur	5.7	2	West
Magnolia Ave.	55.2	18 P	East	Westcraft, Inc.	5.8	8	West
Smith-Scott	50.9	6 P	East	Modglin Co., Inc.	5.8	6	West
Cucamonga Grape Spur	45.8	240	East	Aluminum Extrusion Co.	5.9	2	West
Champagne	43.5	47	Both	Sawyer Cabinet Co.	6.1	2	East
Ballou	40.5	43	Both	Forest Lawn	6.2	3	Both
Winery Spur	39.1	12	West	Pasadena Branch			
San Antonio Meat Co.	34.1	23	East	Baker Spur	5.3	5	East
Convair East Spur	30.7	56	East	Team Track	5.4	1	West
Convair West Spur	29.8	25	West	Municipal Light Plant	8.2	8	East
American Brake Shoe	29.4	19	West	Municipal Light Plant	8.3	7	Both
Machlin Spur	27.0	40 P	East	Lennox Furnace Co.	8.5	2	East
Michael Flynn Mfg.	24.4	10 P	East	Crown Fence & Supply Co.	8.6	2	West
Fallon	21.7	29 P	West	Holly Mfg Co.	8.6	3	East
Western Harness Racing Assn.	21.0	18 P	West	A. C. Vroman Inc.	9.3	3	East
Pioneer Mfg.	20.4	36 P	East	Pasadena	9.8	20	Both
Carrier Corporation	19.10	34 P	Both	City of Pasadena	11.31	3	West
Pellissier Spur	14.0	18 P	East	San Pedro Branch			
Shepherd Tractor Spur	12.2	15 P	East	Rancho Los Amigos	10.0	3	East
St. Helens Spur	11.1	17	West	Dayton Foundry Co.	10.2	6	West
Boulder City Branch				Hollydale Spur and Waldrip Engr. Co.	10.4	19	West
Manganese, Inc.	11.5	65	East	Macco Corporation	11.5	17	West
Magnesium	10.5	21	Both	Exeter Refining Co.	14.1	20	East
Crestmore Branch				Lakewood Branch			
Ormand	3.9	14	Both	Lakewood	16.2	13 P	Both
Ormand Quarry	3.9	83	West	Douglas Aircraft Spur & Wye	16.5		Both
Crestmore	6.9	Yard	Both	Montana Ranch Spur	16.9	6	East
Anaheim Branch				Richfield Oil Spur	17.1	30	West
Fullerton Industrial Lead	15.4	31	West	City of Long Beach Water Dept.	17.1	8	East
Northrop Aircraft	18.8	14	West	Hancock Refinery Spur	17.2	27	East
California Juice Inc.	19.1	13	West	Cherry Ave. Team Track	17.2	18	East
Southern California Citrus	19.2	17	West				

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connection	Location	Mile Post	Car Capacity	Switch Connection
First Subdivision				Second Subdivision			
Bracken	329.3	12	Both	Pedley	48.3	94	Both
Arden	321.9	16	Both	Mira Loma	45.0	86	Both
Sloan	315.2	16	Both	Spadra	29.5	10	Both
Erie	309.1	12	Both	Walnut	24.4	10	Both
Jean	300.8	10	East	City of Industry	17.0	31	Both
Borax	296.9	14	Both	Pico	10.3	27	Both
Roach	291.5	11	Both	Montebello	8.5	31	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				

MILEAGE

Main Line	429.3
Branches	90.8
Total	520.1