

MR

SPECIAL RULES

San Pedro, Los Angeles & Salt Lake

RAILROAD COMPANY

TIME TABLE

TO TAKE EFFECT SUNDAY, JUNE 14th, 1908

WEST OF CALIENTE, AT 12:01 A. M., "PACIFIC TIME."

EAST OF CALIENTE, 12:01 A. M., "MOUNTAIN TIME."

THIS SUPERSEDES TIME TABLE NO. 28, DATED APRIL 1st, 1908, AND ANY SUPPLEMENTS THERETO.

For the government and information of employees only, and not intended for the use of the public. The Company reserves the right to vary from this schedule as circumstances may require.

SPECIAL RULES

1—NORTH AND EAST BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE RULE 81.

2—No train may leave the following stations without clearance:

Los Angeles	Pasadena	Sandy
Riverside Junction	Las Vegas	Lehi Junction (branch trains only)
Daggett	Caliente	Newhouse
Otis	Milford	Mammoth
Kelso	Lynn	Eureka
East San Pedro	Tintic	

3—All trains will register in books provided for that purpose at the following stations:

Los Angeles	Las Vegas	Newhouse
Riverside Junction	Caliente	Nephi
Daggett	Milford	Lehi Junction (branch trains only)
Otis	Lynn	Sandy
Kelso	Tintic	Topliff
Cima	*Smelter	Silver City
East San Pedro	†Buena Vista (except 7 and 8)	Mammoth
Pasadena	Salt Lake City	Eureka
Verdugo Park		

*Note.—Trains 53, 54, 55, 56, 57, 58, 59 and 60 only.

†Note.—Trains 7 and 8 will throw off register ticket at Buena Vista.

4—Clocks in Dispatchers' offices at Los Angeles and Salt Lake City, and telegraph offices at Otis, Kelso, Las Vegas, Caliente, Milford and Lynn show STANDARD TIME.

5—The following stations have yard limit signs (see Rule 98a): Los Angeles, East San Pedro, East Yard, Riverside, Otis, Kelso, Las Vegas, Caliente, Milford, Lynn, Tintic, Lake Point, Newhouse, Eureka, Lehi Junction, Frisco, Nephi and Provo.

6—Referring to rule 221 of Rules and Regulations, Enginemen in approaching a telegraph station, after passing the whistling post and whistling for station, and can see the signal, will sound four short blasts of the whistle (14-I) for "proceed" signal, and will acknowledge receipt of same by two short blasts of the whistle (14-G), and proceed unless required to stop for other purposes. If signal "proceed" is not received, train must come to a stop and not proceed without a Clearance Card. If signal is at "proceed" when Engineman comes in sight of it, he will not whistle for "proceed," but will stop and get clearance. Operators in changing position of train order signal from "stop" to "proceed," should do so only when movement can be seen by Engineman. If Engineman fails to see movement of train order signal, he must stop and not proceed until after receiving a Clearance Card, and he must always instantly acknowledge the change in signal to "proceed" by two short blasts of the whistle (14-G).

When rear of train has passed train order signal 300 feet, same must be changed to "stop."

7—The following is in addition to rule 14 of the Rules and Regulations (n) oo oo oo Air Brake Sticking.

8—The following characters not provided for in the Book of Rules and used in the Time Table, signify:

C—Fuel Station,	W—Water Station,
O—Track Scales,	Y—Wye.
T—Turn-Table.	

9—The speed of Passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the Conductor and Engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances, but in no case shall exceed fifty miles per hour. Freight trains will not exceed a speed of 30 miles per hour, i. e., will consume not less than 2 minutes in running each and every mile. Trains in which dead engines are being towed will not exceed a speed of 15 miles per hour, i. e., will consume not less than 4 minutes in running each and every mile.

10—Notwithstanding that over-head warning signals are provided at over-head bridges and tunnels, and other places, special attention is called to the fact that sufficient clearance is not allowed at various points to permit of a man standing on top of an enclosed car. Employees are warned that to do same will be at their own peril and risk.

11—Engines on freight trains must cut off to take fuel or water. This does not apply to trains consisting of engine and caboose only.

12—No engine may be detached from train while in motion. When train is stopped on grade, a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated.

13—No passengers will be carried on freight trains, except persons in charge of live stock, employees with annual or time passes, or employees with trip passes so endorsed by person issuing them.

14—All trains on joint track with Southern Pacific Co. between Riverside Junction and San Bernardino will be governed by time table of Southern Pacific Co. All trains on joint track with A. T. & S. F. Ry. between Colton and Daggett will be governed by time tables of A. T. & S. F. Ry. (Los Angeles and Arizona Divisions.)

15—Trains will be governed by Interlocking signals at crossings of Southern Pacific Co. one mile north of Los Angeles; at crossing of A. T. & S. F. Ry. at Hobart; at crossing of Southern Pacific Co. one mile east of Pomona; at crossing of Southern Pacific Co. at Ontario; at crossing of T. & T. R. R. at Crucero, and at crossing of Southern Pacific Co. at Nadeau. All trains must stop at other railroad crossings, and know that track is clear before proceeding.

- 16—Automatic signals are located at Glendale Junction, governing southbound trains; and at a point 500 feet north of Downey Avenue, governing northbound trains. Enginemen must closely observe these signals up to the moment of passing them; and no train must in any case pass a signal when it shows danger, without being fully protected. Irregular and switching trains must be clear of the track circuit controlling these signals before any regular train is due to enter the block.
- 17—Switch at Glendale Junction must be left set for Pasadena District.
- 18—EIGHT MILES per hour must not be exceeded over high bridge east of Garvanza, wharf or wharf approach at East San Pedro. Speed must be reduced and brakes released before reaching a bridge where special notice or instructions are in effect limiting speed over such bridge, and brakes must not again be applied while any portion of the train is on the bridge.
- 19—Passenger trains and light engines must consume not less than two (2) minutes for each mile run, and freight trains must consume three (3) minutes for each mile run, Cima to Kelso.
- 20—Headlights of engines and marker lights of trains must be kept burning while passing through tunnels.
- 21—Retaining valves must be used on ALL trains, Cima to Kelso, Frisco to Milford, Frisco to Newhouse, Eureka to Tintic, Mammoth to Mammoth Junction, and Silver City to Tintic; and on all freight trains, Islen to Minto and Boulter to Rush Valley. On other grades Conductors will see that as many retaining valves are used as are necessary to control their trains.
- 22—On westbound trains Conductors will make rigid inspection of their trains and air brakes at Cima, and stop 5 minutes at Kelso. Westbound freight trains will stop 10 minutes at Elora and Crestline for the same purpose.

- 23—While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits: Sandy, ten (10) miles per hour; Lehi, American Fork, Pleasant Grove, Payson, eight (8) miles per hour; Eureka, six (6) miles per hour.
- 24—All trains within the Joint Yard Limit, Salt Lake City, will proceed under full control, in accordance with Oregon Short Line Rules.
- 25—Joint Time Table of the Oregon Short Line Railroad Company and San Pedro, Los Angeles & Salt Lake Railroad Company, will govern between Salt Lake City and Sandy.
- 26—Joint Time Table of the San Pedro, Los Angeles & Salt Lake Railroad and Rio Grande Western Railway, will govern between R. G. W. crossing and Mammoth.
- 27—At Western Pacific crossing about one-quarter mile west of Jordan River on Sixth District (old line), trains of the San Pedro, Los Angeles & Salt Lake Railroad have right over trains of the same class of the Western Pacific Railroad. SEE RULE 98-B.
- 28—At Rio Grande Western crossing 4.8 miles east of Provo, trains of the San Pedro, Los Angeles & Salt Lake Railroad have right over trains of the same class of the Rio Grande Western Railway, but must stop, as provided for by rule 98-B.
- 29—At Rio Grande Western crossing between Mammoth Junction and Mammoth on the Tintic District, trains of the Rio Grande Western Railway have right over trains of the same class of the San Pedro, Los Angeles & Salt Lake Railroad. SEE RULE 98-B.

Figures shown between Riverside Junction and San Bernardino are for information only. Be governed by current time table S. P. Co.

LOS ANGELES DIVISION:

SALT LAKE DIVISION:

T. P. CULLEN,
Superintendent.

J. F. TOOMEY,
Train Master.

J. A. JONES,
Chief Dispatcher.

H. E. VAN HOUSEN,
Superintendent.

W. H. SMITH,
Train Master.

A. H. HIXSON,
Chief Dispatcher

Los Angeles, California.

Salt Lake City, Utah.

R. E. WELLS,
General Manager

Time over District	100.0	100.5	101.0	101.5	102.0	102.5	103.0	103.5	104.0	104.5	105.0
Average miles per hour	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	40.0	40.1	40.2
ARRIVE DAILY											

NOTE—No. 7 is superior to No. 18. NOTE—Yard limits, Otis, have been extended to west switch at Daggett

FIRST DISTRICT

WESTWARD

LOS ANGELES DIVISION

Fuel, Water, Turntable, Wye, Tract Scales.	Distance from Salt Lake City	Ruling Grade Ascending	FIRST CLASS								SECOND CLASS					
			Time Table No. 29 June 14, 1908													
			1 Passenger	7 Passenger	11 Passenger	13 Passenger	15 Passenger	17 Passenger	19 Passenger	81 Freight						
STATIONS			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY
W	781.2	19	G LOS ANGELES DS	8:00AM	8:00 ² PM	8:35 ¹² AM	10:41AM	1:25PM	4:36PM	6:51PM						
			0.4													
	780.8	41	4th ST. LOS ANGELES			8:33	10:39	1:23	4:34	6:50						
			3.1													
W	777.7	26	EAST YARD	7:51	7:54	8:26	10:31	1:18	4:25	6:45						
			5.0													
	772.7	36	NEWMARK ME			8:15	10:18	1:08	4:10	6:35						
			1.8													
	770.9	36	PICO K	7:41	7:44	8:11	10:14 ⁸	1:04	4:05 ¹⁶	6:31						
			2.4													
	768.5	0	BARTOLO			8:04	10:03	12:59	3:59	6:26						
			5.2													
	763.3	0	HUDSON			7:54	10:01	12:51	3:52	6:18						
			2.0													
W	761.3	0	ROWLAND RO	7:28	7:31	7:51	9:58	12:48	3:49	6:15						
			1.8													
	759.5	0	FALLON			7:48	9:56	12:44	3:46	6:12						
			2.7													
	756.8	0	WALNUT WA	7:20	7:25	7:43	9:52	12:39	3:42	6:07 ¹⁸						
			4.5													
	752.3	0	SPADRA			7:36	9:45	12:32	3:36	5:57						
			3.1													
	749.2	0	POMONA PO	7:06	7:15	7:30	9:35 ¹⁹	12:25	3:31	5:51						
			1.0													
	748.2	0	S. P. CROSSING			7:26	9:30	12:20	3:22	5:48						
			2.5													
	745.7	10	NAROD			7:22	9:27	12:14	3:18	5:44						
			2.2													
	743.5	0	S. P. CROSSING													
			0.1													
W	743.4	44	ONTARIO ON	6:56	7:05	7:17	9:20	12:10 ¹⁴ PM	3:14	5:40						
			0.3													
	743.1	44	S. P. CROSSING													
			3.6													
	739.5	31	COLLINS			7:09	9:09	11:56AM	3:07	5:30						
			3.9													
	735.6	47	WINEVILLE V	6:40	6:52 ¹⁸	7:00	9:02	11:49	3:00	5:23						
			4.2													
W	731.4	0	PEDLEY PD	6:33	6:43	6:53	8:55	11:42	2:53	5:15 ¹⁶						
			1.5													
	729.9	43	CONCRETE			6:49	8:52	11:38	2:50	5:07						
			2.5													
	727.4	0	STREETER AVE.	6:23	6:34	6:43	8:48	11:32	2:45	5:02						
			1.2													
	726.2	26	BROCKTON AVE.			6:40	8:46	11:30	2:41	4:58						
			2.5													
WT	723.7	0	RIVERSIDE VN	6:15	6:25	6:35	8:41	11:25 ⁸	2:36	4:51						
			0.7													
	723.0	0	RIVERSIDE JCT BN	6:10AM	6:23PM	6:34AM	8:40AM	11:21AM	2:35PM	4:50PM						

Figures shown between Riverside Junction and San Bernardino are for information only. Be governed by current time table S. P. Co.

	723.0		RIVERSIDE JCT.	6:05AM	6:22PM	6:34AM	8:40AM	11:21AM	2:35PM	4:50PM						
			6.5													
	716.7		COLTON	5:50AM	6:08PM	6:18	8:23	11:08	2:18	4:35						
			3.3													
	720.0		SAN BERNARDINO			6:10AM	8:15AM	11:00AM	2:10PM	4:25PM						

Figures shown between Colton and Daggett are for information only. Be governed by current time tables A. T. & S. F. Ry. Arizona and Los Angeles divisions.

	716.2		6.8 COLTON	5:40AM	5:58PM											
			3.2													
	713.0		SAN BERNARDINO B	5:25	5:50											
			81.2	5:15	5:45											
	631.8		BARSTOW BA	1:55	3:00											
			9.2	1:36	2:55											
	623.6		DAGGETT E	1:20AM	2:40PM											
			4.6													
PC	622.6	19	DAGGETT E	1:15AM	2:40PM											
			4.6													
W	618.0		OTIS BN	1:05AM	2:30PM											
			163.2	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						
			Average miles per hour	23.5	29.1	27.2	23.0	28.8	28.0	28.0						
			Time over District	6:55	5:30	2:25	2:26	2:22	2:26	2:26						

NOTE.—No. 7 is superior to No. 18.

NOTE.—No. 7 will stop at Ontario and Pomona, to discharge passengers from Salt Lake and points East of Salt Lake.

NOTE.—Yard Limits, Otis, have been extended to west switch at Daggett.

SAN PEDRO DISTRICT

NORTHWARD

LOS ANGELES DIVISION

SOUTHWARD

Water, Fuel, Turbidity, Wyo, Tract Scales	FIRST CLASS					Distance from E. San Pedro	Railing Grade Ascending	Time Table No. 29		Railing Grade Ascending	FIRST CLASS					Second Class		Car Capacity of Stairs
	Second Class							June 14, 1908										
								STATIONS										
	30 Passenger	28 Passenger	26 Passenger	24 Passenger	22 Passenger			21 Passenger	23 Passenger	25 Passenger	27 Passenger	29 Passenger	151 Mixed					
	ARRIVE Sunday Only	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE Sunday Only	LEAVE Sunday Only	LEAVE Daily except Sunday					
W	10:00PM	6:30PM	5:05PM	10:50AM	7:50AM	27.1	G	8:50AM	1:30PM	5:30PM	8:00AM	11:30PM	5:45AM	YARD				
	9:58	6:28	5:03	10:48	7:48	26.7		8:52	1:32	5:32	8:02	11:31	5:46					
	9:50	6:24	4:57	10:42	7:42	24.0	D	8:56	1:36	5:36	8:06	11:35	5:50	TFR 35				
	9:48	6:22	4:55	10:40	7:40	22.9		8:58	1:38	5:38	8:08	11:37	5:52	60				
	9:46	6:20	4:53	10:38	7:38	21.8		9:00	1:40	5:40	8:10	11:39	5:54	20				
	9:43	6:17	4:50	10:35	7:35	19.7		9:03	1:43	5:43	8:13	11:42	5:57	TFR 20				
	9:40	6:14	4:47	10:32	7:32	17.7	D	9:06	1:46	5:46	8:16	11:45	6:00	30				
	9:38	6:13	4:45	10:30	7:30	17.1		9:07	1:48	5:47	8:18	11:46	6:01	SPUR 7				
	9:35	6:11	4:42	10:27	7:27	15.3		9:09	1:51	5:50	8:21	11:48	6:04	70				
	9:33	6:10	4:40	10:25	7:25	14.6	D	9:11	1:53	5:51	8:23	11:49	6:06					
	9:27	6:05	4:32	10:17	7:17	10.6		9:17	1:58	5:58	8:29	11:54	6:13	45				
W	9:23	6:02 ²⁵	4:28	10:13	7:13	8.2		9:21	2:02	6:02 ²⁸	8:34	11:57PM	6:17	25				
	9:19	5:58	4:24	10:09	7:09	6.0	G	9:25	2:08	6:06	8:39	12:01AM	6:25	90 ^v				
	9:15	5:55	4:20	10:05	7:05	5.3		9:30	2:12	6:10	8:43	12:05	6:29	TFR 20				
W	9:10	5:53	4:17	10:02	7:02	4.2		9:32	2:14	6:12	8:45	12:07	6:32	SPUR 1				
	9:08	5:51	4:14	9:59	6:59	2.9		9:37	2:17	6:15	8:48	12:09	6:34	70				
	9:06	5:49	4:11	9:56	6:56	1.5		9:40	2:19	6:20	8:51	12:11	6:36	TFR 20				
	9:05	5:48	4:09	9:54	6:54	1.2		9:41	2:21	6:22	8:53	12:12	6:37	35				
	9:03	5:47	4:08	9:53	6:53	0.7		9:45	2:25	6:26	8:56	12:13	6:42	SPUR 6				
W	9:00PM	5:45PM	4:05PM	9:50AM ²¹	6:50AM	.0	G	9:50AM ²⁴	2:30PM	6:30PM	9:00AM	12:15AM	6:45AM	YARD				
OWT O	LEAVE Sunday Only	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE Sunday Only	ARRIVE MONDAY Only	ARRIVE Daily except Sunday	YARD				
	27.1	36.1	27.1	27.1	27.1			27.1	27.1	27.1	27.1	36.1	27.1					
	1:00	:45	1:00	1:00	1:00			1:00	1:00	1:00	1:00	:45	1:00					

NOTE.-Nos. 28 and 30 will stop at all stations to discharge passengers from Catalina.

FIGURES SHOWN BETWEEN COLTON AND BARKETT ARE FOR INFORMATION ONLY. RECORDED BY CURRENT TIME TABLES A. T. & S. F. RY. ARIZONA AND LOS ANGELES DIVISIONS.

STATION	30	28	26	24	22	21	23	25	27	29	151
LOS ANGELES	10:00	6:30	5:05	10:50	7:50	8:50	1:30	5:30	8:00	11:30	5:45
4th ST. LOS ANGELES	9:58	6:28	5:03	10:48	7:48	8:52	1:32	5:32	8:02	11:31	5:46
HOBART A., T. & S. F. CROSSING	9:50	6:24	4:57	10:42	7:42	8:56	1:36	5:36	8:06	11:35	5:50
FRUITLAND	9:48	6:22	4:55	10:40	7:40	8:58	1:38	5:38	8:08	11:37	5:52
BELLS	9:46	6:20	4:53	10:38	7:38	9:00	1:40	5:40	8:10	11:39	5:54
PATATA S. P. CROSSING	9:43	6:17	4:50	10:35	7:35	9:03	1:43	5:43	8:13	11:42	5:57
WORKMAN	9:40	6:14	4:47	10:32	7:32	9:06	1:46	5:46	8:16	11:45	6:00
COUNTY FARM	9:38	6:13	4:45	10:30	7:30	9:07	1:48	5:47	8:18	11:46	6:01
CLEARWATER	9:35	6:11	4:42	10:27	7:27	9:09	1:51	5:50	8:21	11:48	6:04
HYNES	9:33	6:10	4:40	10:25	7:25	9:11	1:53	5:51	8:23	11:49	6:06
BIXBY	9:27	6:05	4:32	10:17	7:17	9:17	1:58	5:58	8:29	11:54	6:13
BURNETT	9:23	6:02 ²⁵	4:28	10:13	7:13	9:21	2:02	6:02 ²⁸	8:34	11:57PM	6:17
LONG BEACH 1st ST. MS	9:19	5:58	4:24	10:09	7:09	9:25	2:08	6:06	8:39	12:01AM	6:25
LONG BEACH	9:15	5:55	4:20	10:05	7:05	9:30	2:12	6:10	8:43	12:05	6:29
SEASIDE	9:10	5:53	4:17	10:02	7:02	9:32	2:14	6:12	8:45	12:07	6:32
OSTEND	9:08	5:51	4:14	9:59	6:59	9:37	2:17	6:15	8:48	12:09	6:34
BRIGHTON BEACH	9:06	5:49	4:11	9:56	6:56	9:40	2:19	6:20	8:51	12:11	6:36
7th ST. TERMINAL ISLAND	9:05	5:48	4:09	9:54	6:54	9:41	2:21	6:22	8:53	12:12	6:37
TERMINAL ISLD. MN	9:03	5:47	4:08	9:53	6:53	9:45	2:25	6:26	8:56	12:13	6:42
EAST SAN PEDRO	9:00PM	5:45PM	4:05PM	9:50AM ²¹	6:50AM	9:50AM ²⁴	2:30PM	6:30PM	9:00AM	12:15AM	6:45AM

Average miles per hour: 27.1, 36.1, 27.1, 27.1, 27.1, 27.1, 27.1, 27.1, 27.1, 27.1, 36.1, 27.1

Time over District: 1:00, :45, 1:00, 1:00, 1:00, 1:00, 1:00, 1:00, 1:00, 1:00, :45, 1:00

NOTE.-No. 7 is subject to No. 18.

NOTE.-No. 7 will stop at Ontario and Pomona to discharge passengers from Ball Lake and points East of Ball Lake.

NOTE.-Yard limits, etc. have been extended to west switch at BARKETT.

PASADENA AND GLENDALE DISTRICTS

NORTHWARD

LOS ANGELES DIVISION

SOUTHWARD

Fuel, Water Available, Wyo Track Scales	FIRST CLASS					Rating Grade Ascending	Distance from Los Angeles	Time Table No. 29 June 14, 1908.		Rating Grade Ascending	FIRST CLASS					Car Capacity of Stages
	46 Passenger	44 Mixed	42 Mixed	40 Passenger	48 Mixed			STATIONS	49 Mixed		41 Passenger	43 Mixed	45 Passenger	47 Mixed		
	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE Daily Except Sunday			ARRIVE DAILY	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		
	8:15 PM	5:00 PM	10:15 AM	8:15 AM	2:15 PM	.0	G	LOS ANGELES DS	0	3:45 PM	9:45 AM	12:45 PM	7:20 PM	9:35 PM	YARD	
	8:23	5:10	10:25	8:23	2:22	1.6		DOWNEY AVENUE	0	3:39	9:37	12:38	7:12	9:27	TFR 16	
	8:27	5:16	10:31	8:27	2:25 PM	2.7		GLENDALE JUNCT.	0	3:35 PM	9:33	12:34	7:08	9:23		
	8:31	5:20	10:35	8:31		4.2		SYCAMORE GROVE	0		9:29	12:30	7:04	9:19	SPUR 15	
	8:35	5:28	10:43	8:35		5.4		A. T. AND S. F. CROSSING	0		9:25	12:26	7:00	9:15		
	8:37	5:31	10:46	8:37		6.0		GARVANZA	48		9:23	12:24	6:58	9:13	SPUR 3	
	8:39	5:33	10:48	8:39		6.3		OSTRICH FARM	41		9:21	12:21	6:56	9:11		
	8:42	5:36	10:51	8:42		7.6		SOUTH PASADENA	0		9:18	12:18	6:53	9:08		
f	8:45	5:40	10:55	8:45		8.4		RAYMOND	2	f	9:15	12:15	6:50	9:05	TFR 8	
	8:47	5:43	10:58	8:47		9.1		CALIFORNIA ST.	0		9:13	12:13	6:48	9:03		
W	8:50 PM	5:45 PM	11:00 AM	8:50 AM		9.9	D	PASADENA AD	65		9:10 AM	12:10 PM	6:45 PM	9:00 PM	25	
						11.6		PINTORESCA	0							
						11.7		PAINTERS	0							
						12.1		ARROYO PARK	0						SPUR 4	
						12.8		GLENDALE JUNCT.							SPUR 50	
					2:25 PM	2.7		A. T. AND S. F. CROSSING	76	s	3:35 PM				SPUR 8	
					2:30	4.1		THREE-MILE HOUSE	77	f	3:30					
					2:32	9		HUNTERS		f	3:28					
					2:34	52		BONDS	0	f	3:27					
					2:34	74		GLASSELL	0	f	3:25					
					2:35	85		MITCHELLS	0	f	3:20					
					2:37	73		TROPICO	0	f	3:16					
					2:40	104		GOODELLS	0	f	3:13				8	
					2:42	104		GLENDALE	0	s	3:10				4	
					2:45	104		ROSSMOYNE	0	f	3:02				SPUR 4	
					2:47	182		VERDUGO PARK	0						8	
					2:50 PM	9.7		7.0		LEAVE Daily Except Sunday						
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE Daily Except Sunday			Average miles per hour		11.6	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		
	16.9	11.0	11.0	16.9	16.6			Time over District		.45	.35	.35	.35	.35		

NOTE.—No. 48 will wait at Los Angeles until No. 43 arrives.
 NOTE.—Nos. 40 to 47, inclusive, when 15 minutes late will protect against switching trains south of Downey Avenue.
 NOTE.—Nos. 48 and 49 will protect against switching trains south of Downey Avenue.

SECOND DISTRICT

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Fuel, Water, Variable, 774, Track Scales	SECOND CLASS			FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 29 June 14, 1908		Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings	
	82 Freight LEAVE DAILY			8 Passenger LEAVE DAILY	2 Passenger LEAVE DAILY			1 Passenger ARRIVE DAILY	7 Passenger ARRIVE DAILY			81 Freight ARRIVE DAILY					
								STATIONS									
C W Y		1:30 PM		3:33 PM	3:10 AM	163.2	0	OTIS 5.1	EN	31	618.0	12:50 AM	2:25 PM		9:05 AM		YARD
		1:45		3:40	f 3:20	168.3	0	KOUNS 5.0		23	612.9	f 12:38	2:16		8:40		75
		2:09 ⁷		3:47	f 3:30	173.3	0	BLYTH 4.5		17	607.9	f 12:28	2:09 ⁸²		8:20		75
		2:23		3:53	f 3:39	177.8	38	MANIX 4.6		35	603.4	f 12:17	2:03		8:00		75
		2:36		3:59	f 3:48	182.4	0	FIELD 4.9		53	598.8	f 12:05 AM	1:57		7:45		65
		2:51		4:05	f 3:55	187.3	0	DUNN 4.2		53	593.9	f 11:50 PM	1:47		7:25		67
W		3:04		4:10	f 4:04	191.5	0	APTON 5.4	FN	53	589.7	f 11:38	1:39		7:05		65
		3:18		4:17	f 4:14	196.9	0	SCOTT 5.0		34	584.3	f 11:23	1:30		6:45		65
		3:33		4:24	f 4:24	201.9	0	KING 2.4		53	579.3	f 11:13	1:22		6:30		65
		3:39		4:27	f 4:28	204.3	0	CRUCEIRO T. AND T. CROSSING 2.5	CR	53	576.9	f 11:06	1:18		6:20		TFE 12
		3:45		4:30	f 4:33	206.8	42	EPSOM 5.1		53	574.4	f 11:01	1:15		6:05		65
W Y		3:58		4:37	f 4:44	211.9	53	BALCH 5.4		0	569.3	f 10:53	1:08		5:45		65
W		4:15		4:45	f 5:00	217.3	53	SANDS 4.6	ND	0	563.9	f 10:43	1:01		5:30		65
		4:35		4:53	f 5:15 ⁸¹	221.9	53	GLASGOW 4.0		0	559.3	f 10:36	12:55		5:15 ²		65
		4:50		5:02 ⁸²	f 5:28	225.9	53	KERENS 4.7		0	555.3	f 10:28	12:49		5:00		65
		5:22		5:12	f 5:43	230.6	63	FLYNN 4.9		0	550.6	f 10:21	12:43		4:45		66
C W Y		5:42		5:23	s 6:00	235.5	116	KELSO 3.6	FO	0	545.7	10:13 s 10:08	12:36 12:31		4:30 4:10		YARD
		5:57		5:28	s 6:10	235.5	116	HAYDEN 4.3		0	542.1	f 10:01	12:24		3:57		65
		6:18		5:37	f 6:30	239.1	116	AMES 3.7		0	537.8	f 9:52	12:16		3:43		65
		6:38		5:47	f 6:48	243.4	116	ELORA 3.1		0	534.1	f 9:44	12:09		3:31 3:21		65
W		7:18		6:03	f 7:15	250.2	116	CHASE 4.0		0	531.0	f 9:38	12:03 PM		3:12		65
Y		7:38		6:14	s 7:35	254.2	116	CIMA 3.8	G	53	527.0	s 9:30	11:55 AM		3:00		120
		7:50		6:20	f 7:42	258.0	0	HANLON 4.9		53	523.2	f 9:13	11:45		2:30		65
		8:02		6:27	f 7:50	262.9	0	BRANT 4.3		53	518.3	f 8:56	11:35		2:10		65
W		8:43 ¹		6:33	s 8:00	267.2	0	LEASTALK 0.4	ES	53	514.0	f 8:43 ⁸²	11:26		1:50		65
						267.6	0	A. T. & S. F. CROSSING 4.5		53	513.8						
		8:55		6:40	f 8:07	272.1	0	MOORE 5.4		53	509.1	f 8:29	11:15		1:25		65
		9:25		6:47	s 8:17	277.5	0	NIPTON 4.9	N	53	503.7	s 8:14	11:05		1:05		65
C W		9:45		6:55	f 8:30	282.4	0	LYONS 4.8	NS	45	498.8	f 8:00	10:55		12:40		65
		10:05		7:02	f 8:38	287.2	7	CALADA 4.5		53	494.0	f 7:50	10:45		12:20		72
		10:25		7:09	f 8:45	291.7	1	ROACH 4.6		0	489.5	f 7:41	10:38		12:05 AM		65
		10:55		7:16	f 8:54	296.3	53	BORAX 4.8		0	484.9	f 7:32	10:31		11:50 PM		66
		11:30 ⁸¹		7:23 ¹	s 9:06	301.1	53	JEAN 4.6	JE	0	480.1	s 7:23 ⁸	10:25		11:30 ⁸²		65
		11:50 PM		7:30	f 9:19	305.7	53	SUTOR 3.6		34	475.5	f 7:12	10:19		11:05		65
		12:20 AM		7:36	f 9:30	309.3	53	ERIE 5.7	XY	53	471.9	f 7:04	10:14		10:50		67
W		12:45		7:46	f 9:41	315.0	0	SLOAN 5.3		53	466.2	f 6:47	10:03		10:25		65
		1:10		7:55	f 9:52 ⁷	320.3	0	BARD 4.3		53	460.9	f 6:31	9:52 ²		10:00		65
		1:30		8:00	f 10:02	324.6	0	ARDEN 4.7	SA	53	456.6	f 6:19	9:44		9:40		65
		1:45		8:06	f 10:10	329.3	0	BRACKEN 4.9		53	451.9	f 6:03	9:35		9:20		65
C W T Y O		2:15 AM		8:15 PM	10:25 AM	334.2	0	LAS VEGAS	VG	53	447.0	5:50 PM	9:25 AM		9:00 PM		YARD
		ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY			171.0				LEAVE DAILY	LEAVE DAILY		LEAVE DAILY		
		13.4		36.4	23.3			Average miles per hour				24.4	34.2		14.2		
		12:45		4:42	7:20			Time over District				7:00	5:00		12:05		

FOURTH DISTRICT

EASTWARD

SALT LAKE DIVISION

WESTWARD

Fuel, Water Turn table, Wyo Track Scales	SECOND CLASS			FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 29 June 14, 1908		Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings	
	82 Freight			8 Passenger	2 Passenger			STATIONS				1 Passenger	7 Passenger	81 Freight			
	LEAVE DAILY			LEAVE DAILY	LEAVE DAILY							ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			
CWTY			3:45PM		1:25AM	4:45PM	457.2	G	CALIENTE	CS	324.0	1:10PM	6:43AM			11:20AM	YARD
			4:15		1:37	5:05	462.7		5.5		0						
			4:40		1:49	5:20	467.7	D	ECOLLES		0	f 12:56	6:31			10:50	67
									5.0		0						
W							470.9		MINTO	MN	0	f 12:42	6:21			10:25	67
									3.2		0						
			5:15		2:05	5:45	472.9		BIG SPRINGS		0	f 12:25	6:10			9:55	67
									2.0		0						
			5:30		2:15	5:55	476.1		ISLEN		0	f 12:15PM	6:05			9:31	67
									3.2		0						
W			6:15 ²		2:32	6:15 ⁸²	482.2	D	BARCLAY		0	11:59AM	5:55			9:01	68
									6.1		0						
			6:45		2:44	6:30	486.9		ACOMA	VA	0	f 11:59AM	5:55			9:01	68
									4.7		0						
			7:15		2:55	6:45	491.4		BROWN		0	f 11:45	5:48			8:40	67
									4.5		0						
Y			7:30		3:04	6:55	495.3	G	CRESTLINE	NE	55	f 11:32	5:40			8:20 8:10	67
									3.9		55						
			7:30		3:04	6:55	495.3		LIEN		0	f 11:21	5:32			7:45	67
									3.3		0						
			7:43		3:11	7:03	498.6		UVADA		54	f 11:09	5:26			7:25	67
									4.3		32						
			8:01		3:19	7:13	503.4		TOMAS		32	f 10:56	5:18			7:05	67
									4.0		32						
CWY			8:20		3:27	7:25	507.4	G	MODENA	VA	32	f 10:44	5:11			6:50	67
									6.0		32						
			8:40		3:37	7:40	513.4		ESCALANTE		32	f 10:32	4:58			6:15	67
									5.2		32						
			8:55		3:45	7:49	518.6		MORTON		12	f 10:22	4:50			5:50	67
									5.2		12						
W			9:10		3:53	7:59	523.8		BERYL		9	f 10:12	4:42			5:30	67
									5.2		9						
			9:25		4:01	8:09	529.0		SAHARA		26	f 10:02	4:34			5:10	67
									4.9		26						
			9:40		4:09	8:18	533.9		FORD		26	f 9:53	4:26			4:50	67
									5.1		26						
WY			9:59		4:17 ⁷ ₈₁	8:30	539.0	G	LUND	UN	26	f 9:43	4:17 ⁸ ₈₁			4:17 ⁷ ₈	69
									4.3		3						
			10:13		4:25	8:39	543.3		KERR		21	f 9:36	4:07			3:39	67
									4.8		21						
			10:27		4:33	8:47	548.1		LATIMER		7	f 9:27	3:59			3:24	67
									4.5		7						
			10:41		4:41	8:55	552.6		NADA		14	f 9:18	3:52			3:10	67
									6.5		14						
W			10:59		4:52	9:06	559.1		THERMO		26	f 9:05	3:43			2:50	67
									5.1		26						
			11:19		5:00	9:15	564.2		LAHO		8	f 8:55	3:36			2:35	67
									5.1		8						
			11:39		5:09	9:24	569.3		UPTON		15	f 8:45	3:29			2:20	67
									5.0		15						
CWTY			11:59PM		5:20AM	9:35PM	574.3	G	MILFORD	FD		8:35AM	3:20AM			2:05AM	YARD
									117.1								
			ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY						LEAVE DAILY	LEAVE DAILY			LEAVE DAILY	
			14.3		29.9	24.2			Average miles per hour			25.5	34.6			12.7	
			8:14		3:55	4:50			Time over district			4:35	3:23			9:15	

NOTE.—Passenger trains westward will not exceed scheduled time of train No. 7, Crestline to Caliente.

EASTWARD

SALT LAKE DIVISION

WESTWARD

Fuel, Water, Turn table, Wye, Track Scales	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Rating Grade According	STATIONS	Rating Grade According	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings
	82 Freight	8 Passenger	2 Passenger	1 Passenger	7 Passenger	81 Freight										
	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY						ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	
C W T Y	12:30AM	5:25AM	9:45PM	574.3	32	G	MILFORD	FD	22	206.9	8:25AM	3:15AM	1:35AM	YARD		
	12:45	5:33	9:54	578.5	32		OPAL		14	202.7	8:14	3:07	1:20	67		
	1:05 ⁸¹	5:41	10:02	582.7	0		ZENDA		18	198.5	8:05	3:00	1:05 ⁸²	67		
	1:25	5:50	10:10	587.2	21		READ		5	194.0	7:56	2:52	12:50	67		
	1:40	5:59	10:20	592.4	21		MALONE		37	188.8	7:46	2:43	12:30	67		
W	1:59	6:09	10:30	597.1	53	G	BLACK ROCK	KO	50	184.1	7:36	2:35	12:10AM	137		
	2:25 ⁷	6:20	10:39	602.2	53		PUMICE		37	179.0	7:25	2:25 ⁸²	11:50PM	67		
	2:55	6:30	10:49	607.2	33		CRUZ		40	174.0	7:15	2:17	11:25	67		
W	3:15	6:40	10:59 ⁸¹	612.1	32		GOSS		32	169.1	7:05	2:08	10:59 ²	67		
	3:35	6:50 ¹	11:12	618.6	0		BORDEN		32	162.6	6:50 ⁸	1:58	10:28	67		
	3:50	6:58	11:22	623.5	0		NEELS		17	157.7	6:32	1:49	10:08	67		
	4:10	7:08	11:32	628.5	0	G	CLEAR LAKE	CK	9	152.7	6:22	1:39	9:46	67		
	4:28	7:17	11:42	633.0	27		JEROME		8	148.2	6:12	1:30	9:28	67		
	4:43	7:26	11:52PM	637.4	14		VAN		9	143.8	6:01	1:22	9:10	67		
W Y	4:59	7:34	12:02AM	641.9	12	G	OASIS	S	0	139.3	5:50	1:14	8:52	70		
	5:35 ¹	7:44	12:18	647.2	32		AKIN		2	134.0	5:35 ⁸²	1:04	8:35	67		
	6:00	8:02	12:49 ⁷	658.1	3		CLINE		9	123.1	5:14	12:49 ²	8:01	67		
C W Y	6:15AM	8:15AM	1:05AM	663.4	3	G	LYNN	NY	3	117.8	5:00AM	12:40AM	7:40PM	YARD		
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				89.1				LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			
	15.5	31.4	26.7				Average miles per hour				26.0	34.5	15.6			
	5:45	2:50	3:20				Time over District				3:25	2:35	5:55			

Station	82	8	2	1	7	81
MILFORD	12:30	5:25	9:45	8:25	3:15	1:35
OPAL	12:45	5:33	9:54	8:14	3:07	1:20
ZENDA	1:05	5:41	10:02	8:05	3:00	1:05
READ	1:25	5:50	10:10	7:56	2:52	12:50
MALONE	1:40	5:59	10:20	7:46	2:43	12:30
BLACK ROCK	1:59	6:09	10:30	7:36	2:35	12:10
PUMICE	2:25	6:20	10:39	7:25	2:25	11:50
CRUZ	2:55	6:30	10:49	7:15	2:17	11:25
GOSS	3:15	6:40	10:59	7:05	2:08	10:59
BORDEN	3:35	6:50	11:12	6:50	1:58	10:28
NEELS	3:50	6:58	11:22	6:32	1:49	10:08
CLEAR LAKE	4:10	7:08	11:32	6:22	1:39	9:46
JEROME	4:28	7:17	11:42	6:12	1:30	9:28
VAN	4:43	7:26	11:52	6:01	1:22	9:10
OASIS	4:59	7:34	12:02	5:50	1:14	8:52
AKIN	5:35	7:44	12:18	5:35	1:04	8:35
CLINE	6:00	8:02	12:49	5:14	12:49	8:01
LYNN	6:15	8:15	1:05	5:00	12:40	7:40

NOTE - On approaching the Salt Lake & Los Angeles Railway and Rio Grande Western Railway Crossings in Salt Lake City, and the Western Pacific Railway Crossing, twelve hundred and sixty-five feet west of the west bank of Jordan River, (on old line), Engineers will sound the railroad crossing signal, and trains must be brought to a stop not nearer than two feet from the crossing.

NOTE - No. 54 will wait at Smelter until No. 53 arrives.

NOTE - No. 56 will wait at Smelter until No. 55 arrives.

NOTE - No. 58 will wait at Smelter until No. 57 arrives.

NOTE - No. 60 will wait at Smelter until No. 59 arrives.

NOTE - No. 51 is superior to No. 54.

NOTE - No. 1 is superior to No. 60.

SALT LAKE DIVISION

EASTWARD

SIXTH DISTRICT

Second Class		FIRST CLASS										Time Table No. 29 June 14, 1908		Feeling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
84 Freight	82 Freight	60 Passenger	58 Passenger	56 Passenger	54 Passenger	52 Passenger	8 Passenger	2 Passenger	STATIONS							
LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	STATIONS	Feeling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings	
1:00PM	7:05AM									8:15AM	1:15AM	LYNN NY		663.4	YARD	
1:28	7:26									8:25	f 1:30	ADAMS 5.1	37	668.5	67	
1:52	7:42									8:34	f 1:42	CHAMPLIN 4.1	42	672.6	67	
2:16	7:59									8:45	f 1:54	DYER 4.4	42	677.0	67	
2:50	8:23									8:55	f 2:11	JERICHO 5.9	42	682.9	67	
3:27	9:10 ⁸									9:10 ⁸²	f 2:32	McINTYRE 6.6	42	689.5	67	
4:05 ⁸³ 4:35 ⁸¹	9:50								2:45PM	9:25	s 2:53	TINTIC 6.6	42	696.1	YARD	
5:30	10:34 ⁵¹								f 2:58	9:40	f 3:14 ¹	BOULTER 6.1	42	702.2	67	
5:50	10:55								f 3:09 ⁸³	9:50	f 3:29	LOFGREEN 5.3	0	707.5	79	
6:06	11:08								f 3:18	9:58	f 3:41	DUNBAR 4.1	0	711.6	67	
6:18	11:18								f 3:25 ⁸¹	10:05 ⁵¹	f 3:49	VERNON 3.1	0	714.7	67	
6:42	11:38								f 3:38	10:16	f 4:03	FAUST 6.2	0	720.9	67	
7:04	11:58 ^{AM}								f 3:51	10:26	f 4:16	AJAX 5.8	0	726.7	67	
7:32	12:21 ⁸³ PM								s 4:06	10:38	f 4:33	ST. JOHN 6.9	0	733.6	67	
7:57	12:45								s 4:21	10:50	s 4:50	STOCKTON 6.5	35	740.1	67	
8:20	1:14 ⁸¹											BUEHL 1.9	33	742.0	62	
8:36	1:30								s 4:34	10:59	f 5:03	TOOELE 3.8	0	745.8	67	
9:11 ⁷	1:46								f 4:43	11:06 ⁸³	f 5:13	SHIELDS 4.1	0	749.9	67	
9:35	2:03								f 4:51	11:13	f 5:23	ERDA 4.0	0	753.9	67	
9:54	2:18								f 5:00	11:20	f 5:33	MORRIS 4.2	0	758.1	67	
10:07	2:28								f 5:09	11:27	f 5:42	LAKE POINT 3.8	0	761.9	YARD	
10:13	2:34			12:20AM	4:15PM	1:00PM	8:24 ⁵¹ AM		f 5:19	11:32	5:46	SMELTER 2.5	21	764.4		
10:31	2:50			12:28 ¹	4:19	1:04	8:28	f 5:25	11:35	f 5:50	G GARFIELD 4.2	GF	0	765.9	40	
10:55	3:15 ⁵⁷			12:48	4:28	1:15	8:40	f 5:35	11:43 ⁸¹	f 6:00	RITER 6.2		11	770.1	67	
11:25PM	3:30PM			12:57	4:37	1:25	8:50 ⁸³	f 5:45	11:53AM	f 6:15	G BUENA VISTA 4.9	BE	53	776.3	YARD	
ARRIVE DAILY	ARRIVE DAILY			1:10AM	4:50PM	1:40PM	9:05AM	6:00PM	12:05PM	6:30AM	G SALT LAKE CITY 4.0	AX C		781.2	YARD	
				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	117.8				
				11.3	14.0			20.2	29.0	25.2	24.6	26.2	30.7	22.4	Average miles per hour	
				10:25	8:25			0:50	0:35	0:40	0:41	3:15	3:50	5:15	Time over District	

NOTE.—On approaching the Salt Lake & Los Angeles Railway and Rio Grande Western Railway Crossings, in Salt Lake City, and the Western Pacific Railway Crossing, twelve hundred and sixty-five feet west of the west bank of Jordan River, (on old line), Enginemen will sound the railroad crossing signal, and trains must be brought to a stop not nearer than 100 feet from the crossing.

NOTE.—No. 54 will wait at Smelter until No. 53 arrives.

NOTE.—No. 56 will wait at Smelter until No. 55 arrives.

NOTE.—No. 58 will wait at Smelter until No. 57 arrives.

NOTE.—No. 60 will wait at Smelter until No. 59 arrives.

NOTE.—No. 51 is superior to No. 54.

NOTE.—No. 1 is superior to No. 60.

SIXTH DISTRICT

WESTWARD

SALT LAKE DIVISION

Fuel, Water Wye, Turn table, Track Scales	Distance from Salt Lake City	Rolling Grade Ascending	FIRST CLASS										Second Class	
			Time Table No. 29 June 14, 1908										81	83
			STATIONS	1 Passenger ARRIVE DAILY	7 Passenger ARRIVE DAILY	51 Passenger ARRIVE DAILY	53 Passenger ARRIVE DAILY	55 Passenger ARRIVE DAILY	57 Passenger ARRIVE DAILY	59 Passenger ARRIVE DAILY	81 Freight ARRIVE DAILY	83 Freight ARRIVE DAILY		
OWY	117.8	G	LYNN NY	4:50AM	12:40AM								6:40PM	6:10PM
	112.7	3	ADAMS	f 4:38	12:28								6:20	5:50
	108.6	13	CHAMPLIN	f 4:28	12:20								6:06	5:35
	104.2	0	DYER	f 4:17	12:12								5:50	5:20
W	98.3	0	JERICHO	f 4:04	12:01AM								5:30	5:01
	91.7	0	McINTYRE	f 3:49	11:49PM								5:05	4:35
OWYO	85.1	G	TINTIC	f 3:34	11:35	10:50AM							4:35 ⁸⁴	4:05 ⁸⁴
	79.0	42	BOULTER	f 3:14 ²	11:20	f 10:34 ⁸²							4:14	3:35
	73.7	42	LOFGREEN	f 2:54	11:06	f 10:23							3:56	3:09 ⁵²
	69.6	42	DUNBAR	f 2:43	10:55	f 10:15							3:40	2:32
	66.5	42	VERNON	f 2:35	10:48	f 10:05 ⁸							3:25 ⁵²	2:13
W	60.3	42	FAUST	f 2:20	10:33	f 9:51							2:55	1:35
	54.5	13	AJAX	f 2:07	10:20	f 9:42							2:30	1:01
	47.6	42	ST. JOHN	f 1:52	10:05	f 9:28							2:05	12:21 ⁸² PM
OW	41.1	G	STOCKTON EN	f 1:36	9:49	f 9:15							1:40	11:55AM
	39.2	42	BUEHL											
	35.4	42	TOOELE DU	f 1:18	9:31	f 9:04							1:14 ⁸²	11:25
	31.3	42	SHIELDS	f 1:08	9:21	f 8:55							12:56	11:06 ⁸
W	27.3	42	ERDA A	f 12:58	9:11 ⁸⁴	f 8:46							12:40	10:40
	23.1	42	MORRIS	f 12:48	9:02	f 8:37							12:23	10:20
	19.3	18	LAKE POINT	f 12:38	8:55	f 8:30							12:11	10:01
Y	16.8	G	SMELTER	f 12:32	8:50	f 8:24 ⁵⁴	7:25AM	12:50PM	3:40PM	11:40PM			12:02PM	9:45
	15.3	16	GARFIELD GT	f 12:28 ⁶⁰	8:47	f 8:21	7:21	12:46	3:36	11:36			11:57AM	9:35
	11.1	11	RITER	f 12:17	8:39	f 8:10	7:10	12:35	3:25	11:25			11:43 ⁸	9:15
	4.9	15	BUENA VISTA BE	f 12:05AM	8:29	f 7:58	7:00	12:25	3:15 ⁸²	11:15			11:20	8:50 ⁵⁴
OWYTO			SALT LAKE CITY AX	11:50PM	8:15PM	7:45AM	6:45AM	12:10PM	3:00PM	11:00PM			11:00AM	8:20AM
	117.8			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY	LEAVE DAILY
			Average miles per hour	23.6	26.7	27.6	25.2	25.2	25.2	25.2			15.4	13.0
			Time over District	5:00 ⁸	4:25	3:05	0:40	0:40	0:40	0:40			7:40	9:50

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NOTE.—No. 51 is superior to No. 54.
NOTE.—No. 1 is superior to No. 60.

PROVO DISTRICT

EASTWARD

SALT LAKE DIVISION

WESTWARD

Fuel, Water, Wye, Turntable, Tract Scales	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 29 June 14, 1908		Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings	
	94 Freight			66 Passenger	64 Passenger	62 Passenger			STATIONS				61 Passenger	63 Passenger	65 Mixed	93 Freight			
		LEAVE DAILY							LEAVE DAILY	LEAVE DAILY							ARRIVE DAILY		ARRIVE DAILY
C W Y	7:00AM				8:20AM		663.4	0	G LYNN NY	74	132.8	10:35PM					YARD		
							666.4	13	MACK	0	129.8						SPUR 4		
	7:20				f 8:33		668.9	65	LEAMINGTON	45	127.3	f 10:15					37		
	7:40				f 8:44		673.8	53	PARLEY	46	122.4	f 10:00					30		
	8:25				f 9:18		686.9	53	MILLS	34	109.3	f 9:27					67		
W Y	9:00				s 9:38		698.8	44	JUAB JA	19	102.4	s 9:00					68		
	9:35				f 9:57		701.2	22	SHARP	48	95.0	f 8:37					67		
C Y	10:15 ⁶²				2:15PM	10:15 ⁶⁴	708.3	15	NEPHI NI	58	87.9	s 8:15	11:30AM				YARD		
	10:40				f 2:28	f 10:27	714.2	0	BURRISTON	31	82.0	f 8:00	11:16				12		
	10:47				f 2:32	f 10:30	715.9	26	MONA	31	80.3	f 7:56	f 11:12				SPUR 14		
W	11:02 ⁶³				f 2:42	f 10:37	719.9	66	STARR	32	76.3	f 7:47	11:02 ⁶⁴				34		
	11:25				2:53	10:50 ⁶³	725.3	66	YORK PIT	74	70.9	7:35	10:50 ⁶²				18		
	11:40 ^{93 AM}				f 3:00	f 10:57	728.2	6	SANTAQUIN	76	68.0	f 7:27	f 10:44				41		
C W	12:10PM				s 3:12	11:08 ⁹³	733.0	17	PAYSON CN	58	63.2	s 7:15	s 10:33				71		
	12:35				f 3:23	f 11:20	737.7	17	BENJAMIN	18	58.5	f 7:04	f 10:23				32		
	12:55				s 3:30	s 11:27	740.6	0	SPANISH FORK SF	40	55.6	s 6:58	s 10:17 ⁹³				40		
	1:15				f 3:39	f 11:37	744.2	26	SPRINGVILLE	13	52.0	f 6:49	f 10:07				18		
C W Y O	1:40 2:20				8:01AM	3:53	748.7	15	PROVO DE	8	47.5	s 6:39	s 9:54	1:35AM			YARD		
							753.5	0	R. G. W. CROSSING	2	42.7								
	2:54				f 8:12 ⁹³	f 4:05	753.6	14	LAKE VIEW	2	42.6	f 6:27	f 9:40	f 1:23			35		
					f	f	755.7	28	VINEYARD	25	40.5	f	f	f			SPUR		
	3:35				s 8:25	s 4:18	759.7	53	PLEAS'NT GROVE DA	26	36.5	s 6:13	s 9:28	s 1:10			37		
	4:00				s 8:32	s 4:25	762.7	45	AMERICAN FORK AF	57	33.5	s 6:06	s 9:22	s 1:03			59		
	4:32 ⁶⁴				s 8:39	4:32 ⁶⁴	765.7	32	LEHI HI	0	30.5	s 5:59	s 9:15	s 12:55			43		
C W T Y	5:05				s 8:45	s 4:40	767.2	64	LEHI JUNCTION JN	0	29.0	s 5:54	s 9:08	s 12:50			YARD		
	5:44 ⁶¹				f 8:56 ⁶³	f 4:50	771.6	60	POINT MOUNTAIN	60	24.6	f 5:44 ⁶⁴	f 8:56 ⁶⁶	f 12:40			40		
					f	f	774.1	60	RIDEOUT		22.1	f	f	f			5		
W							776.8	8	DRAPER TANK	53	19.4								
	6:14				s 9:10	s 5:06	779.0	53	DRAPER DE	53	17.2	s 5:26	s 8:40	s 12:22			47		
	6:34PM				s 9:20AM	5:15 ^{61 PM}	783.6	53	SANDY SE	53	12.6	s 5:15 ^{64 PM}	s 8:30AM	s 12:10AM			YARD		

Figures shown at Salt Lake City and Sandy are for information only.
Use S. P., L. A. & S. L. R. R. and Oregon Short Line Joint Time Table for Running Time.

W C T Y O	6:34PM				s 9:20AM	5:15 ^{61 PM}	1:15PM	53	G SANDY SE	53		s 5:15 ^{64 PM}	s 8:30AM	s 12:10AM			5:00AM
	7:35PM				9:50AM	5:45PM	1:45PM	796.2	G SALT LAKE CITY AX C			4:50PM	8:00AM	11:40PM			4:00AM
	ARRIVE DAILY				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY					LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY
	10.5				26.1	25.1	23.4		Average Miles per hour			23.1	25.1	24.8			11.0
	12:35				1:49	3:30	5:40		Time over District			5:45	3:30	1:55			12:00

TINTIC DISTRICT

		EASTWARD					SALT LAKE DIVISION					WESTWARD									
		FIRST CLASS							Time Table No. 29 June 14, 1908					FIRST CLASS							
Fuel, Water, Turntable, Wye, Track Scales		78	76	74	72	70	Distance from Eureka	Ruling Grade Ascending	STATIONS					Ruling Grade Ascending	Distance from Tintic	71	73	75	77	79	Car Capacity of Sidings
		Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	
		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY					
							5.8	O	SILVER CITY 2.3									11:50AM			
							3.5	O	TINTIC 3.5									11:36AM			YARD
CWYO								O	EUREKA 2.0					3.5	11:05AM	2:30 ⁷⁰ PM					YARD
							2.0	O	MAMMOTH JUNCT. 1.6					1.5		2:21					18
							3.6	O	MAMMOTH 0.8					3.1			11:23 ⁷⁴ AM		2:13 ⁷⁸ PM		YARD
							2.8	O	R. C. W. CROSSING 0.8					2.3			11:19		2:09		
							2.0	O	MAMMOTH JUNCT. 1.5					1.5	10:58	2:05	11:16AM		2:05PM		18
CWYO							3.5	O	TINTIC 7.4					0.2	10:50AM	2:00PM					YARD
							12.0		Average Miles per hour						14.0	15.0	18.7	9.9	12.0		
							0:8		Time over District						0:15	0:14	:07	0:14	:08		

No. 72 will wait at Eureka until No. 71 arrives.

No. 70 will wait at Eureka until No. 73 arrives.

No. 74 will wait at Mammoth until No. 75 arrives.

No. 76 will wait at Silver City until No. 77 arrives.

No. 78 will wait at Mammoth until No. 79 arrives.

Joint Time Table of the San Pedro, Los Angeles & Salt Lake Railroad and Rio Grande Western Railway will govern between R. C. W. Crossing and Mammoth.

PIOCHE DISTRICT

		EASTWARD					SALT LAKE DIVISION					WESTWARD											
		Second Class							Time Table No. 29 June 14, 1908					Second Class									
Fuel, Water, Turntable, Wye, Track Scales							400	Distance from Pioche	Ruling Grade Ascending	STATIONS					Ruling Grade Ascending	Distance from Caliente	401						Car Capacity of Sidings
							Mixed										Mixed						
							LEAVE DAILY						ARRIVE DAILY										
								O	PIOCHE 11.2					32.7	7:30PM						YARD		
							11.2	O	DELMUES 1.1					87	6:35						25		
							12.8	O	WATER TANK 5.9					92							0		
							18.2	O	PANACA 14.5					34	6:05						25		
							32.7	O	CALIENTE 32.7						5:00PM						YARD		
									Average Miles per hour						13.1								
									Time over District						2:30								

FAIRFIELD DISTRICT

EASTWARD		SALT LAKE DIVISION										WESTWARD							
Second Class		Time Table No. 29 June 14, 1908										Second Class							
Fuel, Water, Furnish, Wye, Track Scales							200 Mixed	Distance from Boulter	Rolling Grade Ascending	STATIONS	Rolling Grade Ascending	Distance from Lehi Junction	201 Mixed						Car Capacity of Sidings
							LEAVE DAILY						ARRIVE DAILY						
							1.5	0	BOULTER 1.5	87	43.5							67	
							7.6	0	DOREMUS 6.1	90	42.0							11	
							10.9	0	DEL MONTE 3.3	90	35.9							SPUR 12	
							14.2	0	RUSH VALLEY 3.3	59	32.6							43	
	WY						19.7	57	TOPLIFF 5.5	0	29.3	11:30AM						SPUR	
							23.0	0	5 MILE PASS 3.3	60	23.8	11:10						25	
							28.1	5	FAIRFIELD 5.1	60	20.5	11:00						30	
	W						34.7	42	CEDAR FORT 6.6	60	15.4	10:20						22	
							38.4	0	REEVES 3.7	60	8.8	9:50						42	
							43.5	60	CLINTON 5.1	60	5.1							SPUR	
	CWYT								LEHI JUNCTION 5.1			9:15AM						YARD	
									43.5										
							10.3		Average Miles per hour			13.1							
							2:50		Time over District			2:15							

No. 200 will wait at Topliff until No. 201 arrives.

FRISCO DISTRICT

EASTWARD		SALT LAKE DIVISION										WESTWARD							
Second Class		Time Table No. 29 June 14, 1908										Second Class							
Fuel, Water, Furnish, Wye, Track Scales							300 Mixed	Distance from Newhouse	Rolling Grade Ascending	STATIONS	Rolling Grade Ascending	Distance from Milford	301 Mixed						Car Capacity of Sidings
							LEAVE DAILY						ARRIVE DAILY						
							6.8	190	NEWHOUSE 6.8	0	23.7	11:45AM						YARD	
							17.5	37	FRISCO 7.0	148	16.9	11:05						YARD	
							18.8	0	SOLUS 3.7	117	9.9	10:05						15	
							23.7	0	HICKORY 6.2	84	6.2	9:45						SPUR	
	WCY								MILFORD 5.1			9:15AM						YARD	
									23.7										
							9.8		Average Miles per hour			9.5							
							2:25		Time over District			2:30							

No. 300 will wait at Newhouse until No. 301 arrives.

Sidings and Spurs Not on Time Table

Los Angeles Division		LOCATION	Car Capacity	Switch Connections
First District				
	Miles from Los Angeles			
Phillips Spur.....	29.8	50	West	
Winery Spur, Wineville.....	45.8	155	East	
Sand Spur, Wineville.....	46.1	15	West	
Bly Spur.....	48.3		West	
Dodge Spur.....	52.4	15	West	
Palm Avenue Spur.....	54.9	9	East	
Second District				
Borax Spur, 2 miles East of Otis.....	165.0	13	East	
Canyon Spur, 2 miles East of Afton.....	193.0			
Quarry, .8 mile east of Crucero.....	205.1	33	East	
Water Track.....	251.2	6		
Arden Plaster Co. Spur, 2.3 miles west of Arden.....	322.3	10	West	
San Pedro District				
Cerritos Oil Spur.....	17.5	1	South	
Pasadena District				
Baker Spur.....	5.3	4	South	
Lumber Yard Spur.....	11.4	8	South	
Salt Lake Division				
Fourth District:				
Majestic Smelter Spur.....	572.9	90	East	
Fifth District:				
BLACK ROCK GRAVEL PIT.....	599.1	217	West	
Main Track.....		34		
Storage Track.....		36		
Passing Track.....				
Sixth District:				
Kesler's Spur.....	765.2	22	East	
Honerine Spur.....	742.4	140	East	
Stockton Gravel Pit.....	740.9	100		
Provo District:				
Sand Spur.....	770.5	13	West	
Lehi Sugar Spur.....	765.3	230	East	
Utah Sugar Co. Spur.....	751.0	54	East	
Fairfield District:				
	Miles from Lehi Junction			
Clinton Spur.....	5.1	200	East	
Fairfield Wool Spur.....	21.0	5	West	
Topliff Spurs.....	29.3			
Spurs to U. S. Lime Quarries.....		200	East	
West Leg of Wye.....		28	Both	
Spur to Utah Sugar Co.....		85	East	
Spur to A. S. & R. Co. Quarries.....		528	East	
Powder Spur.....		5	West	
A. S. & R. Storage Yard.....		36	Both	
Switch Back Siding.....		20	Both	
Frisco District:				
	Miles from Milford			
Hickory Spur.....	6.2	181	East	
HORN SILVER MINE EXTENSION.....	16.9			
Town Spur Frisco.....	17.3	90	West	
Hoist Spur.....	17.8	13	East	
Team Spur.....	17.8	1	East	
Ore Bin Spur.....	17.8	30	East	
Tank Spur.....	17.8	6	West	
Ore Bin Track.....	17.8	6	East	
Tintic District:				
	Miles from Tintic			
NEW EAST TINTIC RAILWAY.....	3.1		East	
Spur to Mammoth Mill.....	3.3	5	West	
Spur to Mammoth Mill Ore Bins.....	3.7	5	West	
Siding.....	3.8	3		
Carisa Mine Spur.....	4.4	2	East	
Spur to Lower Mammoth Mines.....	4.5	17	East	
Spur to Ore Bins.....	4.8	22	East	
Sioux Tunnel Siding.....	4.8	3		
Mammoth Mine Team Spur.....	5.1	7	West	
Mammoth Mine Coal Spur.....	5.1	2	East	
NORTHERN SPY EXTENSION.....	1.9		East	
Team Spur.....	2.7	7	East	
Tesora Spur.....	3.7	7	East	
Northern Spy Siding.....	4.8	11		

Medical Department

DR. GUY COCHRAN, Chief Surgeon.....	Los Angeles
DR. E. R. SMITH, Consulting Surgeon, Bradbury Block.....	Los Angeles
DRS. ROGERS and MCCOY, Oculists.....	Los Angeles
DR. H. M. VORHEES, Assistant Surgeon.....	Los Angeles
DR. THOS. R. McNAB, Assistant Surgeon.....	Los Angeles
DR. F. S. HARDIN, Assistant Surgeon.....	Los Angeles
DR. ALBERT SOILAND, Radiographer, O. T. Johnson Building.....	Los Angeles
DR. A. J. HOSMER, Division Surgeon.....	Salt Lake City
DR. W. R. TYNDALE, Assistant Surgeon.....	Salt Lake City
DR. H. P. KIRTLEY, Assistant Surgeon.....	Salt Lake City
DR. G. B. PFOUTZ, Oculist.....	Salt Lake City
DR. E. A. TRIPP, Dentist.....	Salt Lake City
DR. E. F. ROOT, Consulting Surgeon.....	Salt Lake City
DR. F. F. ROWLAND.....	Pasadena
DR. T. C. DONNELL, DR. L. A. PERCE.....	Long Beach
DR. F. W. REYNOLDS.....	East San Pedro
DR. F. GARCELON.....	Pomona
DR. D. N. BACON.....	Ontario
DR. A. S. PARKER.....	Riverside
DR. C. D. DICKEY.....	San Bernardino
DR. D. W. MCKENZIE.....	Otis
DR. HAL. L. HEWETSON.....	Las Vegas
DR. J. A. PHIPPS.....	Tooele
DR. L. B. LAKER.....	Tintic
DR. F. G. BURTON.....	Milford
DR. PHILIP STEPHENS, DR. W. P. MURRAY.....	Caliente
DR. A. T. ROBERTSON.....	Sandy
DR. H. C. HOLBROOK.....	Lehi
DR. O. E. GRAU.....	Pleasant Grove
DR. GEO. E. ROBINSON, DR. J. E. HOSMER.....	Provo
DR. C. MANTON.....	Nephi
DR. G. H. FENNEMORE.....	Frisco
DR. CHAS. P. HARVILLE.....	Mammoth
DR. IRA F. GOSE.....	Eureka
DR. GEO. W. CLARKE.....	Stockton
DR. G. F. TILSON.....	Payson
DR. PRESTON R. MERRILL.....	Garfield

Licensed Watch Inspectors

LUCKENBACH & CO., 141 S. Spring Street.....	Los Angeles
BOYD PARK.....	Salt Lake City
F. A. KOPSA.....	Milford, Utah

Los Angeles Division	Length of Stems of Wyes		Salt Lake Division
LOCATION	FEET	LOCATION	FEET
Los Angeles.....	600	Caliente.....	610
Ostend (mile 24).....	510	Crestline.....	691
Otis.....	335	Modena.....	488
Balch.....	564	Lund.....	1466
Kelso.....	334	Milford.....	410
Cima.....	309	Oasis.....	234
Las Vegas.....	450	Tintic.....	1500
Moapa.....	275	Smelter.....	480
Leith.....	316	Juab.....	288
		Newhouse.....	502
		Provo.....	188

Summary of Mileage

Los Angeles Division:			
MAIN LINE.....		460.8	
San Pedro District.....		27.1	
Pasadena District.....		12.8	
Glendale District.....		7.0	507.7
Salt Lake Division:			
MAIN LINE.....		324.0	
Provo District.....		132.8	
Fairfield District.....		43.5	
Frisco District.....		23.7	
Pioche District.....		32.7	
Tintic District.....		7.4	
Freight Track Buena Vista to Salt Lake.....		3.6	567.7
TOTAL.....			1075.4



San Pedro Los Angeles & Salt Lake Railroad