

# Los Angeles & Salt Lake

RAILROAD COMPANY

# TIME TABLE

TO TAKE EFFECT SUNDAY, NOV. 14, 1920

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

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

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.

W. H. COMSTOCK,  
General Manager,  
LOS ANGELES

# SPECIAL RULES

1—No train may leave the following stations without clearance.

Los Angeles	Las Vegas	Salt Lake
Riverside	Caliente	Cutler (Branch trains only)
Daggett	Milford	
Yermo	Lynndyl	Provo (94 and 95 only)
Kelso	Tintic	52 and 84 only
East San Pedro	Warner	(62 only)
Pasadena	Garfield	(Bingham trains) Pioche
	Sandy	only

Rule 83A will not apply at Stations where there is no telegraph office or where telegraph offices are closed.

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

Los Angeles	Glendale Junction	†Buena Vista
Riverside	Las Vegas	Salt Lake
Daggett	Caliente	
Yermo	Milford	Provo
Kelso	Lynndyl	
Cima	Tintic (51-52-83 and 84 only)	Sandy
East San Pedro	Warner 61 and 62 only.	
Pasadena	Wye { 53-54-55-56-57-	
Verdugo Park	{ 58-59-60-	
Long Beach	{ 63 and 64 only	
	Garfield 109-110-111-112 only	

†Note—Trains 19-20-7-8-109-110-111 and 112 will throw off register slip at Buena Vista when operator on duty.

3—Clocks in Dispatchers' office at Los Angeles and Salt Lake, and telegraph offices at Riverside, Yermo, Kelso, Las Vegas, Caliente, Milford, Lynndyl and Tintic, show STANDARD TIME.

4—The following stations have yard limit signs (see Rule 93): Los Angeles, on Glendale District at east street line Dayton Ave.; Pasadena District, 1000 ft. south of M. P. 4; San Pedro District, 1000 ft. north of P. E. Crossing, near Bell; First District, 850 ft. east of 9th street, East San Pedro (Yard Limit extends to Anaheim Road, Long Beach); East Yard, Riverside, Yermo, Kelso, Las Vegas, Moapa, Caliente, Milford, Delta, Lynndyl, Tintic, Warner, Lake Point (yard limits have been extended to east yard limit sign, Garfield), Salt Lake, Cutler, Nephi and Provo.

5—Schedule trains may be cleared by clearance card form 2643 at Daggett and Riverside.

6—The speed of Passenger trains will ordinarily be that prescribed in the schedule but in cases of delay requiring greater speed 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 thirty miles per hour, i. e., will consume not less than two minutes in running each and every mile. All trains will reduce speed to fifteen (15) miles per hour over grade crossings with electric or steam lines at which interlocking plants are not maintained.

7—Notwithstanding that over-head warning signals are provided at overhead 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.

8—Engines on freight trains must cut off to take fuel or water; this does not apply to trains of twenty cars or less.

9—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.

10—Passengers will not be carried on freight trains except persons in charge of live stock, and care takers of other property as provided for in published tariffs; or persons presenting special permits issued by the General Manager; annual and term passes issued in favor of officers and employees, unless endorsed otherwise, and trip passes in favor of employees when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employees are traveling on Company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

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

## CABIN INTERLOCKERS

Located at Tenth South, Salt Lake City, O. S. L. Crossing Salt Lake & Utah R. R. Crossing of Bingham & Garfield Railroad, between Garfield and Smelter. American Fork, Crossing of Salt Lake & Utah Railroad.

—If home signals at cabin Interlocking plants are in stop position, trains may proceed when crossing and signals are clear, and if signals do not clear, flagman must go ahead over crossing and then be governed by Rule 509.

12—Automatic signals of the upper right hand quadrant three position type are in operation between Los Angeles and Riverside Junction; Guelph and Tomas; Lynndyl and Salt Lake.

13—Switch at Glendale Junction must be left set for Pasadent Subdivision.

14—EIGHT MILES per hour must not be exceeded over 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, except in emergency. All trains must reduce speed to fifteen (15) miles per hour over new drawbridge between Long Beach and East San Pedro.

**15**—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. Retainers will be used on all loads and on each alternate empty Islen to Minto on freight trains. On other grades Conductors will see that as many retaining valves are used as are necessary to control their trains.

**16**—Conductors of all westbound trains will make rigid inspection of their trains and brakes at Cima; flagman will apply air by opening angle cock on rear car. Engineer will acknowledge it by two short blasts of the whistle and release of brakes. Running test will also be made immediately after starting on descending grade. Westbound freight trains will stop at Crestline, Islen, Minto and Boyd for inspection and will stop ten minutes at Chase, Ames, and Kelso for inspection and cooling of wheels.

**17**—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: Nephi, fifteen (15) miles per hour; Sandy, Lehi, American Fork, Pleasant Grove and Provo, eight (8) miles per hour; Eureka, six (6) miles per hour; Long Beach, twenty (20) miles per hour at all points within city limits, twelve (12) miles per hour between Golden and 4th Streets, and six (6) miles per hour between 4th Street and Anaheim Road; Pomona, Ontario and Colton, fifteen (15) miles per hour; Los Angeles, eight (8) miles per hour, between 7th Street and North Broadway; and over any railway crossing not interlocked, within the city limits, except that at Aliso Street, all trains, including yard engines, must stop not less than ten (10) feet from Pacific Electric crossing and receive proceed signal from flagman before starting over.

**18**—Time Table and Rules of the Oregon Short Line Railroad will govern all trains within Joint Yard Limits, Salt Lake City.

**19**—Joint Time Table of the Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railroad Co. will govern between Denver & Rio Grande crossing and Mammoth.

**20**—At Western Pacific crossing about one-quarter mile west of Jordan River on Sixth District (old line), trains of the Los Angeles & Salt Lake Railroad are superior to trains of the same class of Western Pacific Railroad. At Denver & Rio Grande Railroad crossing 4.5 miles east of Provo, trains of the Los Angeles & Salt Lake Railroad, are superior to trains of the same class of the Denver & Rio Grande Railroad. At Denver & Rio Grande Railroad crossing between Mammoth Junction and Mammoth on the Tintic District, trains of the Denver & Rio Grande Railroad are superior to trains of the same class of the Los Angeles & Salt Lake Railroad. Trains must stop at a distance not to exceed four hundred feet from these crossings and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting.

**21**—At all stations where train order signal is located outside of siding switches, all trains that must pass the switch used by opposing trains in taking siding, must approach said switch under control and if train order signal is held in stop position must stop clear of switch until cause of stop signal has been ascertained.

**22**—Passenger trains must consume two (2) minutes for each mile run, freight trains must consume four (4) minutes for each mile run, and light engines must consume two (2) minutes and thirty (30) seconds for each mile run Cima to Kelso.

**23**—Slow Boards are used at Balch in place of Slow Flags covering Drifting Sand at that Point, also one mile east of Eccles and at mile post 676½ Provo Subdivision covering Sliding Rock.

**LOS ANGELES DIVISION:**

T. P. CULLEN  
Superintendent.

W. B. MORROW,  
Train Master.

N. E. WILLIAMS  
Train Master  
Las Vegas.

C. N. ESENDER,  
Chief Dispatcher.  
Los Angeles.

V. G. HAM  
Chief Dispatcher  
Las Vegas

E. G. FUNK

R. W. BRADY

C. W. KING

F. H. CRAWFORD

W. McCALL

A. J. DUBOIS

T. V. COX

C. J. HARVEY

} Dispatchers

**SALT LAKE DIVISION:**

W. H. SMITH,  
Superintendent.  
Salt Lake City.

W. F. FARRIER,  
Train Master,  
Salt Lake City.

A. J. MOONEY,  
Chief Dispatcher,  
Salt Lake City.

W. E. BORDEN,  
C. W. ALDRICH,  
L. G. CAMPBELL,  
D. M. JONES,

} Dispatchers,  
Salt Lake.

J. T. WARDENBURG,  
Train Master,  
Milford

J. C. HAYMOND,  
Chief Dispatcher,  
Milford.

C. E. MOORE,  
T. B. RUSSELL  
T. G. ANDERSON  
O. J. DAVID

} Dispatchers,  
Milford.

## CONDENSED TIME TABLE.

EASTWARD		LOS ANGELES and SALT LAKE										WESTWARD					
Second Class	FIRST CLASS							Distance from Los Angeles	Time Table No. 59 NOV. 14, 1920	Distance from Salt Lake City	FIRST CLASS						Second Class
256 Freight	72 Passenger	8 Los Angeles Limited	20 Continental Limited	62 Passenger	52 Passenger	4 Passenger	STATIONS				3 Passenger	51 Passenger	61 Passenger	19 Continental Limited	7 Los Angeles Limited	71 Passenger	253 Freight
LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		
11:00PM			10:50AM	4:00PM			0.0	LOS ANGELES	784.0	7:00AM		9:30AM	1:30PM		11:55PM		
1:00AM			11:43AM	4:55			32.0	POMONA	751.7	5:57		8:30	12:31PM		9:00		
2:25			12:25PM	5:45			57.5	RIVERSIDE	726.2	5:10		7:40	11:45AM		6:15PM		
			1:00	6:25			63.2	SAN BERNARDINO	715.5	4:40		7:15	11:20				
			3:45	9:15			149.4	BARSTOW	620.5	1:25		4:25	8:30				
5:05PM			4:15	9:50PM			163.2	YERMO	634.3	12:50AM		3:55	8:00		7:30		
10:50			6:29	12:05AM			235.5	KELSO	548.2	10:15PM		1:46AM	5:54		12:05AM		
8:40AM			9:35	3:35			334.2	LAS VEGAS	449.5	6:05		10:30PM	2:40AM		3:00PM		
12:25PM			10:51PM	5:08			383.1	MOAPA	400.6	3:45		8:49	1:05AM		7:55		
11:40PM			3:00AM	9:25			459.5	CALIENTE	324.5	12:30PM		6:30PM	10:45PM		3:00AM		
4:05AM			4:42	11:09AM			509.8	MODENA	274.2	11:03AM		5:37	9:57		10:35PM		
6:25			5:31	12:03PM			541.4	LUND	242.6	10:02		4:43	9:03		8:05		
10:05			6:37	1:12			576.8	MILFORD	207.2	9:00		3:35	7:55		6:00		
11:40AM			7:16	1:55			599.4	BLACK ROCK	184.6	7:42		2:48	7:07		3:05PM		
6:10PM		10:00AM	9:00	4:00			665.9	LYNNDYL	118.1	5:15		12:50PM	5:15	12:10AM	10:30AM		
9:15			10:05	5:09		12:15PM	698.6	TINTIC	89.2		10:35AM	11:44AM	4:15		6:43		
12:35AM			11:34AM	6:43	8:40PM	1:55	748.2	WARNER	85.4		8:47	8:15PM	10:01	2:43	2:50		
1:50			12:04PM	7:16	9:24	2:45	768.3	GARFIELD	35.8		8:00	7:32	9:25	2:10	1:10AM		
			11:38AM				710.8	NEPHI	15.7	3:38				10:40AM			
			1:06PM				752.7	PROVO	47.3	2:04AM				9:17			
3:05AM			3:00PM	12:35PM	7:50PM	9:55PM	784.0	SALT LAKE	0.0	11:55PM	7:30AM	7:00PM	8:55AM	1:40PM	7:20AM		
ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		784.0		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		

Eastward trains are superior to trains of the same class in the opposite direction.

# FIRST SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Track Scales Variable, Wye,	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings
	256 Freight	4 Passenger	20 Continental Limited	8 Los Angeles Limited	3 Passenger	19 Continental Limited					7 Los Angeles Limited	253 Freight				
Day W Y O	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	STATIONS	Distance from Salt Lake City	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		
	11:00PM	8:00PM	4:00PM	10:50AM					DN-R LOS ANGELES DS	783.7	7:00AM	9:30AM	1:30PM	11:55PM	YARD	
							1.0	0	1.0	782.7						
W	11:35	f 8:07	4:06	10:56			3.5	0	7th ST. LOS ANGELES	780.2	f 6:50	9:20	1:20	11:35	YARD	
		f 8:14	4:13	11:03			8.5	37	EAST YARD	775.2	f 6:39	9:11	1:11		30	
	11:55PM	f 8:17	4:16	11:05			10.3	26	D MONTEBELLO MK	773.4	f 6:32	9:08	1:08	11:10	60	
		8:18	4:17	11:06			10.9	42	D PICO I	772.8						
		f 8:21					12.7	42	WHITTIER JCT.	771.0	f 6:28				SPUR 11	
	12:05AM	f 8:23	4:21	11:10			13.7	47	BARTOLO	770.0	f 6:26	9:01	1:00	10:55	60	
		f 8:29					17.9	47	CLAYTON	765.8	f 6:19				SPUR 6	
W	12:20	f 8:32	4:29	11:18			19.9	38	HUDSON	763.8	f 6:16	8:51	12:50	10:33	67	
		f 8:36					21.7	38	D ROWLAND RO	762.0	f 6:12				SPUR 8	
	12:35	f 8:40	4:37	11:26			24.4	50	FALLON	759.3	f 6:08	8:44	12:43	9:50	51	
	12:48	f 8:48	4:45	11:34			28.9	50	D WALNUT WA	754.8	f 6:02	8:36	12:36	9:25	20	
W	1:00	s 9:00	s 4:55	s 11:43			32.0	50	SPADRA	751.7	s 5:57	f 8:30	12:31	9:00	57	
							33.0	32	D POMONA PO	750.7						
	1:12	f 9:06	5:01	11:48			35.5	31	S. P. CROSSING	748.2	f 5:50	8:22	12:24	8:30	40	
							37.7	29	NAROD	746.0						
W	1:25	s 9:13	s 5:07	s 11:54			37.8	29	S. P. CROSSING	745.9	s 5:44	f 8:16	12:19	8:10	79	
							38.1	0	ONTARIO ON	745.6						
	1:36	f 9:19	5:13	11:59AM			41.7	0	S. P. CROSSING	742.0	f 5:37	8:08	12:11	7:40	45	
	1:50	f 9:25	5:19	12:05PM			45.6	0	COLLINS	738.1	f 5:31	8:02	12:05PM	7:20	82	
Y		9:29	5:23	12:08			48.3	12	D WINEVILLE V	735.4	5:26	7:58	11:59AM	7:00	53	
W	2:05	f 9:31	5:25	12:10			49.8	0	BLY	733.9	f 5:24	7:56	11:57	6:50	72	
		f 9:34					51.3	47	D PEDLEY PD	732.4	f 5:21				SPUR 12	
	2:15	9:38	5:33	12:17			53.8	46	CONCRETE	729.9	5:17	7:49	11:52	6:30	50	
	2:20	f 9:41	5:35	12:19			55.1	50	STREETER	728.6	f 5:15	7:47	11:50	6:25	32	
W	2:25	s 9:50	s 5:45	s 12:25			57.5	50	MAGNOLIA AVE.	726.2	s 5:10	s 7:40	s 11:45	6:15	YARD	
	2:30AM	9:55PM	5:50PM	12:27PM			58.2	40	DN-R RIVERSIDE VN	725.2	5:05AM	7:37AM	11:40AM	6:00PM		
									RIVERSIDE JCT.							

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

			9:55PM	5:50PM	12:27PM	58.2		RIVERSIDE JCT.	725.2	5:05AM	7:37AM	11:40AM			
			10:10	6:03	12:40	65.0		6.8	718.7	4:48	7:22	11:28			
			10:20	6:15	12:50	68.2		3.2	715.5	4:40	7:15	11:20			
			10:30PM	6:25	1:00				634.3	4:30	7:05	11:10			
			1:20AM	9:10	3:40	149.4		81.2	625.1	1:25	4:25	8:30			
			1:25	9:15	3:45			9.2	620.5	1:15	4:20	8:25			
			1:40AM	9:30 PM	4:00PM	158.6		DN-R DAGGETT E	625.1	1:00AM	4:05 AM	8:10AM			
W	2:05PM	1:45AM	9:30PM	4:00PM	158.6		53	DN-R DAGGETT E	625.1	1:00AM	4:05 AM	8:10AM	8:00AM		YARD
	2:20PM	1:55AM	9:40PM	4:10PM	163.2			4.6	620.5	12:50AM	3:55AM	8:00AM	7:30AM		YARD
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				163.2		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		
	10.6	27.5	28.8	30.6				Average Miles per hour		26.4	29.2	29.6	10.0		
	15:20	5:55	5:40	5:20				Time over Subdivision		6:10	5:35	5:30	16:25		

No. 20 will stop on flag at Pico for Passengers for Salt Lake and East No. 7 will stop at Ontario, Pomona and Pico to discharge passengers from Salt Lake City and East

Eastward trains are superior to trains of the same class in the opposite direction

# SECOND SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Fuel, Water, Turntable, Wye, Track Scales	EASTWARD			LOS ANGELES DIVISION										WESTWARD			Car Capacity of Sidings						
	SECOND CLASS		FIRST CLASS		Distance from Los Angeles	Rating Grade Ascending	STATIONS											Rating Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS	
	256 Freight	LEAVE DAILY	20 Continental Limited	8 Los Angeles Limited			4 Passenger	7 Los Angeles Limited	3 Passenger	19 Continental Limited	253 Freight	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY								
		5:05 PM		9:50 PM	4:15 PM	2:05 AM	163.2	0	DN--E	<b>YERMO</b>	BN	31	620.5	7:50 AM	12:35 AM	3:45 AM			4:40 AM		YARD		
		5:25		10:00	4:25	2:14	168.3	0		5.1		31	615.4	7:40	12:25	3:35			4:10		73		
	W	5:40		10:08	4:32	2:22	173.3	0		5.0		23	610.4	7:32	12:15	3:27			3:50		71		
		6:00		10:15	4:39	2:29	177.8	38		4.5		17	605.9	7:25	12:05 AM	3:20			3:30		71		
		6:20		10:22	4:46	2:36	182.4	0		4.6		35	601.3	7:18	11:56 PM	<b>3:13</b>			<b>3:13</b>		60		
		6:40		10:29	4:53	2:43	187.3	0		4.9		53	596.4	7:09	11:44	3:03			<b>2:43</b>		60		
	W	7:00		10:37	5:01	2:53	191.5	0	D	4.2		53	592.2	7:00	11:32	<b>2:53</b>			2:20		57		
		7:20		10:47	5:11	3:02	196.9	0		5.4	FN	53	586.8	6:50	11:20	2:42			2:00		60		
		7:40		10:54	5:18	3:11	201.9	0		5.0		34	581.8	6:42	11:10	2:34			1:45		60		
		7:50		10:57	5:21	3:14	204.3	0	DN	2.4		35	579.4	6:39	11:06	2:31			1:40		1FR 30		
		8:00		11:01	5:25	3:18	206.8	42		T. AND T. CROSSING	CR	53	576.9	6:35	11:01	2:27			1:32		60		
		8:20		11:09	5:33	3:26	211.9	53		2.5		53	571.8	6:28	10:53	2:20			1:20		60		
	W	8:40		11:19	5:43	3:36	217.3	53	D	5.1		0	566.4	6:21	10:44	2:13			1:05		60		
		9:00		11:29	5:53	3:44	221.9	53		5.4	ND	0	561.8	6:14	10:36	2:06			12:52		60		
		9:20		11:39	6:03	3:54	225.9	53		4.6		0	557.8	6:08	10:29	2:00			12:42		59		
		9:40		11:49 PM	6:14	4:04	230.6	63		4.7		0	553.1	6:01	10:22	1:53			12:30		62		
	FWY	10:00 10:50		12:05 AM	6:29	4:19	235.5	116	DN--E	4.9	FO	0	548.2	5:54	10:15	1:46			12:05 AM		YARD		
		11:20		12:14	6:38	4:30	239.1	116		3.6		0	544.6	5:43	10:01	1:35			11:20 PM		60		
		11:45 PM		12:25	6:48	4:41	243.4	116		4.3		0	540.3	5:34	9:52	1:26			10:40		60		
		12:10 AM		12:35	6:57	4:52	247.1	116		3.7		0	536.6	5:27	9:45	1:19			10:10		60		
	W	12:35		12:45	7:07	5:02	250.2	116		3.1		0	533.5	5:21	9:36	1:13			9:50		60		
	Y	1:03		1:03	7:19	5:13	254.2	116	DN--E	4.0	G	53	529.5	5:13	9:25	1:03			9:25		120		
		1:35		1:09	7:25	5:23	258.0	0		3.8		53	525.7	5:03	9:16	12:54			9:00		60		
		1:50		1:16	7:31	5:30	262.9	0		4.9		53	520.3	4:54	9:06	12:45			8:35		60		
	W	2:05		1:23	7:37	5:36	267.2	0	D	4.3	KS	53	516.5	4:45	8:56	12:36			8:10		60		
		2:20		1:30	7:44	5:43	272.1	0		4.9		53	511.6	4:35	8:46	12:26			7:44		60		
		2:35		1:38	7:51	5:52	277.5	0		5.4		53	506.2	4:24	8:36	12:15			7:20		59		
	CW	3:00		1:49	8:00	6:03	282.4	0	N	4.9	NS	53	501.3	4:14	8:24	12:05 AM			7:00		54		
		3:15		1:58	8:08	6:12	287.2	7		4.3		45	496.5	4:03	8:08	11:54 PM			6:35		59		
		3:28		2:05	8:14	6:20	291.7	1		4.5		53	492.0	3:55	7:56	11:46			6:10		60		
		3:48		2:12	8:21	6:29	296.3	53		4.6		0	487.4	3:48	7:46	11:39			5:55		61		
		4:10		2:23	8:28	6:42	301.1	53	D	4.8	JE	0	482.6	3:41	7:38	11:32			5:40		60		
		4:30		2:35	8:38	7:01	305.7	53		4.6		34	478.0	3:34	7:28	11:24			5:20		59		
		4:45		2:42	8:44	7:10	309.3	53	N	3.6	ZY	0	474.4	3:29	7:18	11:19			5:05		63		
	W	5:00		2:53	8:54	7:21	315.0	0		5.7		53	468.7	3:17	6:56	11:07			4:35		62		
		5:15		3:04	9:03	7:32	320.3	0		5.3		53	463.4	3:04	6:42	10:56			4:05		61		
	W	5:30		3:07	9:06	7:36	322.5	0	D	2.2	A	53	461.2	3:01	6:35	10:52			3:50		30		
		5:45		3:10	9:09	7:40	324.6	0		4.7		53	459.1	2:58	6:28	10:48			3:40		61		
		6:00		3:17	9:16	7:49	329.3	0		4.7		53	454.4	2:49	6:16	10:39			3:20		61		
	FW TYO	6:20 AM		3:25 AM	9:25 PM	8:00 AM	334.2	0	DN--E	4.9	VG	53	449.5	2:40 AM	6:05 PM	10:30 PM			3:00 PM		YARD		
		ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				<b>LAS VEGAS</b>				LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY				
		12.8		30.6	33.7	27.3				171.0				33.7	26.3	32.5			12.5				
		13:15		5:35	5:10	5:55								5:10	6:30	5:15			13:40				
										<b>Average Miles per hour</b>													
										<b>Time over Subdivision</b>													

Eastward trains are superior to trains of the same class in the opposite direction

# THIRD SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Fuel, Water Turntable, Wye Track Scales	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920			Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings
	256 Freight	8 Los Angeles Limited		4 Passenger		20 Continental Limited			STATIONS	3 Passenger	19 Continental Limited			7 Los Angeles Limited		253 Freight			
		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY					LEAVE DAILY			ARRIVE DAILY	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	
M W O S	8:40 AM	9:35 PM	8:30 AM	3:35 AM	334.2	0	DN--E LAS VEGAS VG	449.5	5:35 PM	10:20 PM	2:30 AM		11:55 AM	YARD					
	8:55	9:44	f 8:40	3:42	338.7	53	4.5 WANN	445.0	f 5:22	10:13	2:22		11:25	60					
	9:15	9:50	f 8:47	3:48	342.5	53	3.8 VALLEY	441.2	f 5:12	10:07	2:16		11:05	60					
	9:45	10:00	f 8:57	3:58	347.0	53	4.5 DIKE	436.7	f 5:02	10:00	2:10		10:40	61					
	10:20	10:10	f 9:10	4:11	352.0	26	5.0 APEX	431.7	f 4:52	9:49	2:02		10:20	61					
	10:35	10:17	f 9:19	4:21	357.5	0	5.5 GARNET	426.2	f 4:40	9:35	1:51		9:50	61					
W	10:55	10:23	f 9:28	4:31	362.9	0	5.4 D DRY LAKE DY	420.8	f 4:28	9:25	1:41		9:28	60					
	11:20	10:30	f 9:38	4:42	368.6	44	5.7 CRYSTAL	415.1	f 4:15	9:16	1:32		9:00	60					
	11:45 AM	10:37	f 9:46	4:50	373.5	13	4.9 UTE	410.2	f 4:05	9:07	1:23		8:40	60					
	12:05 PM	10:44	f 9:54	4:58	378.1	0	4.6 BYRON	405.6	f 3:55	8:57	1:14		8:15	60					
W Y	12:25	10:51	f 10:08	5:08	383.1	53	5.0 DN MOAPA MA	400.6	f 3:45	8:49	1:05		7:55	60					
	12:45	11:00	f 10:18	5:18	388.1	50	5.0 ACTON	395.6	f 3:30	8:41	12:57		7:35	60					
	1:05	11:07	f 10:27	5:27	393.4	53	5.3 GUELPH	390.3	f 3:20	8:33	12:50		7:15	59					
W Y	1:25	11:16	f 10:37	5:35	397.8	53	4.4 N ROX EX	385.9	f 3:10	8:25	12:42		6:55	65					
	1:40	11:25	f 10:48	5:45	402.9	53	5.1 HOYA	380.8	f 2:55	8:17	12:33		6:40	61					
	2:00	11:36	f 10:59	5:57	408.6	53	5.7 GALT	375.1	f 2:41	8:07	12:22		6:20	61					
	2:25	11:47 PM	f 11:12	6:08	413.5	53	4.9 VIGO	370.2	f 2:25	7:58	12:12		6:08	60					
FW	3:10	12:01 AM	f 11:26	6:20	419.1	53	5.6 D CARP CA	364.6	f 2:10	7:48	12:01 AM		5:40	54					
	4:00	12:11	f 11:37	6:30	424.0	53	4.9 RAPELJE	359.7	f 1:55	7:39	11:53 PM		5:20	60					
Y	4:40	12:23	f 11:48 AM	6:40	429.0	53	5.0 LEITH	354.7	f 1:38	7:30	11:45		5:00	61					
	5:10	12:40	f 12:06 PM	6:55	434.1	79	5.1 KYLE	349.6	f 1:25	7:20	11:35		4:40	62					
W	5:50	12:50	f 12:18	7:06	438.5	58	4.4 DN ELGIN GN	345.2	f 1:15	7:11	11:26		4:20	57					
	6:57	1:12	f 12:36	7:38	444.9	79	6.4 BOYD	338.8	f 1:02	6:57	11:13		3:55	58					
	7:15	1:24	f 12:52	7:50	449.5	79	4.6 STINE	334.2	f 12:52	6:48	11:04		3:35	60					
	7:35	1:35	f 1:12	8:02	454.5	53	5.0 ETNA	329.2	f 12:42	6:39	10:54		3:18	61					
FW T Y	8:00 PM	1:50 AM	1:30 PM	8:15 AM	459.5	53	5.0 IN--E CALIENTE CS	324.2	12:30 PM	6:30 PM	10:45 PM		3:00 AM	YARD					
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			125 3		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		LEAVE DAILY						
	10 8	29.4	25.0	26.8			Average Miles per hour		24:6	32.7	33.4		14.						
	11:30	4.15	5.00	4.40			Time over Subdivision		5.05	3.50	3:45		8.55						

Pacific Time.

No train will exceed running time of No. 19, between Caliente and Hoya.

Eastward trains are superior to trains of the same class in the opposite direction

# FOURTH SUBDIVISION

EASTWARD			SALT LAKE DIVISION										WESTWARD												
Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920										Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings
	256 Freight	LEAVE DAILY	4 Passenger	20 Continental Limited	8 Los Angeles Limited			STATIONS	3 Passenger	19 Continental Limited	7 Los Angeles Limited	253 Freight	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY								
																				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		
F W T Y	11:40 PM		3:00 PM	9:25 AM	3:00 AM	459.5	53	DN-R CALIENTE 4.8 CS	0	324.5	1:00 PM	7:20 PM	11:40 PM		2:05 AM		YARD								
	11:59 PM		f 3:12	9:35	3:10	464.3	53	ECCLLES 4.1	0	319.7	f 12:49	7:09	11:29		1:45		60								
	12:15 AM		f 3:21	9:43	3:19	468.4	109	MINTO 6.9	0	315.6	f 12:40	7:02	11:22		1:30		59								
	1:00		f 3:42	10:01	3:37	475.3	46	N ISLEN 3.3 SN	0	308.7	f 12:21	6:44	11:04		1:00		57								
	1:20		f 3:51	10:08	3:44	478.6	65	BARCLAY 6.0	0	305.4	f 12:14	6:38	10:58		12:40		60								
W	1:55		s 4:05	10:19	3:53	484.6	80	D ACOMA 4.7 VA	0	299.4	s 12:02 PM	6:27	10:47		12:20		60								
	2:15		f 4:18	10:28	4:02	489.3	55	BROWN 4.4	0	294.7	f 11:52 AM	6:17	10:37		12:05 AM		60								
Y	2:50		s 4:30	10:37	4:12	493.7	0	DN CRESTLINE 4.1 NE	56	290.3	s 11:43	6:08	10:28		11:50 PM		60								
	3:10		f 4:40	10:46	4:21	497.8	0	LIEN 3.4	54	286.2	f 11:32	5:57	10:17		11:20		60								
	3:25		f 4:47	10:52	4:27	501.2	0	UVADA 4.7	33	282.8	f 11:24	5:51	10:11		11:05		60								
	3:40		f 4:55	10:59	4:34	505.9	31	TOMAS 3.9	32	278.1	f 11:16	5:43	10:03		10:50		61								
F W Y	4:05		s 5:09	11:09	4:42	509.8	0	DN MODENA 6.0 NA	32	274.2	s 11:09	5:37	9:57		10:35		60								
	4:25		f 5:25	11:18	4:50	515.8	0	HEIST 5.3	32	268.2	f 10:50	5:25	9:45		10:05		60								
	4:58		f 5:35	11:26	4:58	521.1	3	YALE 5.6	12	262.9	f 10:41	5:18	9:38		9:38		60								
W	5:25		s 5:44	11:35	5:07	526.7	17	D BERYL 4.8 BY	10	257.3	s 10:32	5:09	9:29		9:00		60								
	5:45		f 5:53	11:44	5:15	531.5	15	SAHARA 4.9	29	252.5	f 10:23	5:01	9:21		8:45		60								
	6:02		f 6:01	11:53 AM	5:23	536.4	11	FORD 5.0	27	247.6	f 10:15	4:53	9:13		8:30		60								
W Y	6:25		s 6:17	f 12:03 PM	5:31	541.4	2	DN LUND 4.4 UN	5	242.6	s 10:05	f 4:43	9:03		8:05		61								
	6:40		f 6:27	12:12	5:38	545.8	16	KERR 4.7	21	238.2	f 9:53	4:33	8:53		7:47		60								
	6:55		f 6:36	12:20	5:46	550.5	2	LATIMER 4.3	7	233.5	f 9:45	4:25	8:45		7:32		60								
	7:10		f 6:45	12:27	5:53	554.8	18	NADA 6.8	15	229.2	f 9:37	4:17	8:37		7:20		60								
W	7:35		f 7:00	12:40	6:06	561.6	19	THERMO 5.0	27	222.4	f 9:24	4:04	8:24		7:00		60								
	7:50		f 7:10	12:49	6:15	566.6	0	LAHO 5.1	9	217.4	f 9:15	3:55	8:15		6:30		60								
F W T Y O	8:05		f 7:20	12:58	6:23	571.7	6	UPTON 5.1	32	212.3	f 9:06	3:46	8:06		6:15		60								
	8:25 AM		7:30 PM	1:07 PM	6:32 AM	576.8		DN-R MILFORD 5.1 FD		207.2	8:55 AM	3:35 PM	7:55 PM		6:00 PM		YARD								
	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			117.3			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		LEAVE DAILY										
	13.4		26.1	31.7	34.6			<b>Average Miles per hour</b>			28.7	31.3	31.3		14.5										
	8:45		4:30	3:42	3:27			<b>Time over Subdivision</b>			4:05	3:45	3:45		8:05										

### Mountain Time.

Passenger trains Westward will use not less than 18 minutes between Islen and Minto.  
 Freight trains and light engines Westward will use not less than 30 minutes between Islen and Minto.  
 Stem switch of Wye at Crestline will be left lined for East leg of Wye.

Eastward trains are superior to trains of the same class in the opposite direction

# FIFTH SUBDIVISION

		EASTWARD				SALT LAKE DIVISION				WESTWARD									
Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920				Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings		
	256 Freight		4 Passenger	20 Continental Limited			8 Los Angeles Limited	STATIONS					3 Passenger	19 Continental Limited	7 Los Angeles Limited	253 Freight			
	LEAVE DAILY		LEAVE DAILY	LEAVE DAILY			LEAVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		ARRIVE DAILY	
FWTYO		10:05AM		8:10PM	1:12PM	6:37AM	576.8	32	DN-R	MILFORD	FD	22	207.2	8:23AM	3:27PM	7:47PM			YARD
		10:25		f 8:20	1:21	6:45	581.0	29		OPAL		14	208.0	f 8:13	3:19	7:39			60
		10:42		f 8:28	1:28	6:52	585.1	0		ZENDA		19	198.9	f 8:06	3:13	7:33			60
		10:59		f 8:36	1:37	7:00	589.7	17		READ		5	194.3	f 7:57	3:05	7:25			60
		11:16		f 8:45	1:46	7:08	594.7	19		MALONE		37	189.3	f 7:47	2:57	7:16			60
WF		11:40AM		s 8:55	1:55	7:16	599.4	52	DN	BLACK ROCK	EO	51	184.6	s 7:38	2:48	7:07			85
		12:01PM		f 9:05	2:04	7:25	604.6	53		PUMICE		37	179.4	f 7:25	2:39	6:58			60
		12:25		f 9:14	2:12	7:33	609.6	33		CRUZ		40	174.4	f 7:10	2:31	6:50			60
W		12:45		f 9:23	2:22	7:41	614.6	32		GOSS		32	169.4	f 7:01	2:22	6:42			60
		1:10		f 9:35	2:33	7:51	621.0	0		BORDEN		32	163.0	f 6:49	2:09	6:31			60
		1:30		f 9:43	2:42	7:59	625.9	0		NEELS		17	158.1	f 6:39	2:01	6:23			60
		1:53		s 9:53	2:51	8:07	631.0	2	D	CLEAR LAKE	CK	9	153.0	s 6:29	1:53	6:15			60
		2:15		f 10:01	2:59	8:14	635.5	27		JEROME		8	148.5	f 6:20	1:46	6:08			60
		2:30		f 10:08	3:07	8:21	639.9	14		VAN		8	144.1	f 6:13	1:39	6:01			60
WY		2:48		s 10:22	f 3:16	8:29	644.4	12	DN	OASIS	S	0	139.6	s 6:06	f 1:30	5:53			63
Y		3:26		s 10:43	f 3:26	8:38	649.4	32	DN	DELTA	AK	3	134.6	s 5:55	f 1:21	5:45			83
		4:10		f 11:05	3:45	8:56	660.3	3		CLINE		9	123.7	f 5:31	1:01	5:25			61
FWYT		4:30PM		11:20PM	3:55PM	9:05AM	665.9		DN-R	LYNNDYL	NY		118.1	5:20AM	12:50PM	5:15PM			YARD
		ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				89.1				LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			
		13.9		28.1	32.8	36.1			Average Miles per hour					29.2	34.1	35.2			14.9
		6:25		3:10	2:43	2:28			Time over Subdivision					3:03	2:37	2:32			6:00

Eastward trains are superior to trains of the same class in the opposite direction

SALT LAKE DIVISION

EASTWARD

SIXTH SUBDIVISION

SECOND CLASS		FIRST CLASS													Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
256 Freight	84 Freight	64 Passenger	62 Passenger	20 Continental Limited	112 Passenger	60 Passenger	58 Passenger	52 Passenger	56 Passenger	8 Los Angeles Limited	110 Passenger	54 Passenger	STATIONS						
LEAVE DAILY	Leave Daily Ex- cept Monday	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						
6:10PM				4:00PM										9:00AM		DN--R LYNN DYL NY 37 665.9 YARD			
6:28				f 4:10										9:10		5.1 ADAMS 42 671.0 60			
6:47				f 4:18										9:18		4.0 CHAMPLIN 42 675.0 60			
7:10				f 4:25										9:25		4.5 DYER 42 679.5 59			
7:40				f 4:39										9:38		5.8 JERICHO 42 685.3 60			
8:34				f 4:54										9:52		6.6 McINTYRE 42 691.9 60			
9:15	7:30AM			f 5:09				12:15PM		10:05				10:05		6.7 DN--R TINTIC U 42 698.6 YARD			
								f								2.0 KNIGHT 42 700.6 Spur 7			
10:00	8:00			5:21				f 12:28		10:17						3.6 BOULDER 0 704.2 60			
10:20	8:18			5:31				f 12:40		10:27						5.7 LOFGREEN 0 709.9 71			
10:34	8:30			5:38				f 12:47		10:34						4.2 DUNBAR 0 714.1 61			
10:45	8:38			5:43				f 12:52		10:39						3.1 PEHRSON 0 717.2 59			
11:05	8:55			5:54				f 1:03		10:50						6.1 DN FAUST F 0 723.3 60			
11:25	9:27			6:05				f 1:13		11:00						5.9 AJAX 0 729.2 60			
11:45PM	9:55			f 6:19				s 1:26		11:13						6.9 D ST. JOHN SJ 35 736.1 YARD			
12:05AM	10:14			6:32				s 1:38		11:25						6.5 D STOCKTON KN 33 742.6 60			
								f								1.9 BAUER 0 744.5			
12:35	10:55			f 6:43				s 1:50		11:34						3.7 DN--R WARNER DU 0 748.2 YARD			
12:49	11:40AM			f 8:49				f 1:58		11:40						4.1 SHIELDS 0 752.3 59			
1:02	12:05PM			f 8:59				f 2:06		11:46						4.1 ERDA 0 756.4 60			
1:16	12:30			f 9:07				f 2:22		11:52						4.1 MORRIS 0 760.5 60			
1:30	1:00			f 9:14				f 2:32		11:58AM						3.9 LAKE POINT 0 764.4 YARD			
				11:55PM				4:30PM	4:00PM	2:35	12:50PM					1.6 E WYE 22 766.0			
				s 11:59PM				s 4:35	s 4:05	2:37	s 12:54					0.8 SMELTER 0 766.8			
																1.2 B. & G CROSSING 0 767.1			
1:50	1:35			s 12:03AM	s 9:24	7:16	4:57PM	s 4:39	s 4:10	s 2:45	s 12:58	12:04PM	9:35AM	s 8:15		5.4 DN--R GARFIELD GF 0 768.3 YARD			
2:10	2:03			f 12:11	f 9:32	7:25	5:07	f 4:47	f 4:18	f 2:53	f 1:06	12:12	9:43	f 8:23		5.5 RITER 11 773.7 60			
2:35	2:28			s 12:19	s 9:41	7:35	5:18	s 4:58	s 4:26	s 3:01	s 1:15	12:21	9:51	s 8:31		4.8 DN--R BUENA VISTA BE 53 779.2 67			
3:05AM	3:00PM			12:35AM	9:55PM	7:50PM	5:33PM	5:15PM	4:40PM	3:15PM	1:30PM	12:35PM	10:05AM	8:45AM		4.8 DN--R SALT LAKE VN C 53 784.0 YARD			
ARRIVE DAILY	Arrive Daily Ex- cept Monday	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	118.1			
13.2	11.4			27.0	28.6	30.8	26.2	24.0	27.0	28.4	27.0	33.0	31.4	30.9			Average Miles per hour		
8.55	7.30			0:40	1:15	3:50	0:36	0:45	0:40	3:00	0:40	3.35	0:30	0:35			Time over Subdivision		

Automatic Block Signals

NOTE—On approaching the Salt Lake, Garfield & Western Railway and Denver & Rio Grande Railroad Crossings, in Salt Lake City, and the Western Pacific Railway Crossing, twelve hundred and sixty-five feet west of the west bank of the 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.

Eastward trains are superior to trains of the same class in the opposite direction, exceptions: No. 20 will stop at St. John and Warner to discharge passengers from points west of Tintic only.

- No. 53 is superior to No. 54
- No. 55 is superior to No. 56
- No. 57 is superior to No. 58
- No. 59 is superior to No. 60
- No. 61 is superior to No. 62
- No. 63 is superior to No. 64

Unless directed by train order, first class trains will use passenger line, and other trains use freight line, between Salt Lake and Buena Vista.

**SIXTH SUBDIVISION**

**WESTWARD**

**SALT LAKE DIVISION**

Fuel, Water, Wye, Turntable, Track Scales	Distance from Salt Lake City	Railing Grade Ascending	Time Table No. 59 NOV. 14, 1920	FIRST CLASS											SECOND CLASS			
				53	109	51	19	55	7	111	57	59	61	63	83	253		
				Passenger	Passenger	Passenger	Continental Limited	Passenger	Los Angeles Limited	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight		
			<b>STATIONS</b>	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	
FWYH	118.1	3	DN-E LYNN DYL NY				12:45 PM		5:10 PM									
	113.0	13	5.1 ADAMS				f 12:35		5:02								8:25 AM	
	109.0	0	4.0 CHAMPLIN				f 12:27		4:56								8:10	
	104.5	0	4.5 DYER				f 12:19		4:49								7:58	
W	98.7	0	5.8 JERICHO				f 12:09 PM		4:39								7:45	
	92.1	0	6.6 McINTYRE				f 11:57 AM		4:26								7:26	
FWYO	85.4	0	DN-E TINTIC U			10:30 AM	f 11:44		4:15							3:30 PM	7:04	
	83.4	0	2.0 KNIGHT			f											6:43	
	79.8	42	3.6 BOULTER				f 10:17	11:31	4:03							3:00	6:18	
W	74.1	42	5.7 LOFGREEN				f 10:02	11:17	3:51							2:30	5:53	
	69.9	42	4.2 DUNBAR				f 9:53	11:08	3:43							2:00	5:30	
	66.8	42	3.1 PEHRSON				f 9:48	11:03	3:38							1:45	5:15	
W	60.7	42	6.1 DN FAUST F				s 9:36	10:50	3:27							1:03	4:45	
	54.8	42	5.9 AJAX				f 9:27	10:37	3:18							12:30	4:10	
	47.9	13	6.9 D ST JOHN SJ				s 9:15	f 10:25	3:06							12:10 PM	3:45	
FW	41.4	42	D STOCKTON KN				s 9:00	10:14	2:55							11:25 AM	3:20	
	39.5	42	1.9 BAUER				f											
Y	35.8	42	3.7 DN-E WARNER DT				s 8:47	f 10:01	2:43				8:15 PM			10:55	2:50	
	31.7	42	4.1 SHIELDS				f 8:34	9:51	2:36				f 8:07			10:30	2:30	
W	27.6	42	4.1 ERDA				f 8:27	9:44	2:29				f 7:58			10:15	2:10	
	23.5	42	4.1 MORRIS				f 8:20	9:37	2:22				f 7:48			9:55	1:50	
	19.6	42	3.9 LAKE POINT				f 8:14	9:31	2:16				f 7:42			9:31	1:30	
Y	18.0	23	1.6 E WYE				f 8:10		2:16				f 7:42			9:31	1:30	
	17.2	0	0.8 SMELTER				s 7:21		12:32 PM				4:19 PM					
	16.9	16	0.3 B. & G. CROSSING						s 12:28				s 4:14			f 7:38	s 11:20	
	15.7	16	1.2 DN-E GARFIELD GF				s 7:17	7:27 AM	s 8:00				s 7:35			9:05	1:10	
W	10.3	5	5.4 RITER				f 7:09	7:19	f 7:50	9:25	s 12:22	2:10	f 7:35	s 11:16		8:50	12:45	
	4.8	11	5.5 DN-E BUENA VISTA BE				s 7:00	7:10	s 7:43	9:18	f 12:12 PM	2:03	f 3:11	f 3:58	f 7:25	f 11:08		
FWYTO	0.0	15	4.8 DN-E SALT LAKE VN				s 6:45 AM	6:55 AM	7:30 AM	9:09	s 11:51 AM	1:54	s 3:01	s 3:49	s 7:14	s 10:59	8:31	12:19 AM
			118.1				LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	
			<b>Average Miles per hour</b>	27.0	29.4	28.5	30.8	19.0	33.7	31.4	25.1	24.5	28.6	28.4			11.4	13.6
			<b>Time over Subdivision</b>	0:40	0:32	3:00	3:50	0:57	3:30	0:30	0:43	0:44	1:15	0:38			7:30	8:40

NOTE.—On approaching the Salt Lake, Garfield & Western Railway and Denver & Rio Grande Railroad 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.

Eastward trains are superior to trains of the same class in the opposite direction, exceptions:

- No. 53 is superior to No. 54
- No. 55 is superior to No. 56
- No. 57 is superior to No. 58
- No. 59 is superior to No. 60
- No. 61 is superior to No. 62
- No. 63 is superior to No. 64

No. 19 will stop at Warner and St. John to pick up passengers for points west of Tintic at which train is scheduled to stop.

Unless directed by train order, first class trains will use passenger line, and other trains use freight line, between Salt Lake and Buena Vista.

# PROVO SUBDIVISION

EASTWARD

SALT LAKE DIVISION

WESTWARD

Fuel, Water Turntable, Wye Track Scales	SECOND CLASS		FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Sidings
	96	94	72	4			3	71			93	95			
	Freight	Freight	Passenger	Passenger			Passenger	Passenger			Freight	Freight			
	LEAVE Daily Except Monday	Leave Daily Except Monday	LEAVE DAILY	LEAVE DAILY			ARRIVE DAILY	ARRIVE DAILY			Arrive Daily Except Sunday	Arrive Daily Except Sunday			
STATIONS															
WTF	10:30AM		10:00AM	11:35PM	665.9	5	DN-E	LYNNDYL NY	53	134.1	5:10AM	12:10PM			YARD
					668.9	18		MACK 3.0	21	131.1					SPUR 4
	10:55		f 10:12	s 11:50PM	671.3	53		LEAMINGTON 9.8	53	128.7	s 4:57	f 11:59AM			32
	11:42AM		f 10:31	f 12:14AM	681.1	49		PARLEY 8.2	20	118.9	f 4:36	f 11:42			27
	12:20PM		f 10:50	f 12:34	689.3	58		MILLS 7.0	13	110.7	f 4:20	f 11:25			59
WY	1:00		s 11:09	s 12:53	696.3	44	D	JUAB JA	0	103.7	s 4:05	s 11:09			60
			f 11:14	f 1:01	699.0	42		LEVAN 4.6	19	101.0	f 3:59	f 11:02			SPUR 4
	1:30		f 11:23	f 1:13	708.6	22		SHARP 7.2	48	96.4	f 3:50	f 10:53			60
WY	2:35		s 11:38	s 1:31	710.8	15	DN	NEPHI NI	58	89.2	s 3:38	s 10:40			YARD
	2:55		f 11:49	f 1:44	716.7	0		BURRISTON 1.7	31	83.3	f 3:24	f 10:26			48
	3:00		f 11:53AM	f 1:48	718.4	26		MONA 3.6	31	81.6	f 3:20	f 10:23			18
W	3:25		f 12:01PM	f 2:00	722.0	63		STARR 6.0	32	78.0	f 3:12	f 10:16			29
	3:50		f 12:13	f 2:15	728.0	0		YORK 2.7	53	72.0	f 3:01	f 10:05			31
	4:05		f 12:19	f 2:22	730.7	0		SANTAQUIN 1.9	53	69.3	f 2:54	f 9:58			9
	4:15		f 12:23	f 2:27	732.6	6		BARRY 4.2	53	67.4	f 2:50	f 9:54			10
WYF	4:50		s 12:29	s 2:43	736.8	17	DN	PAYSON CN	58	63.2	s 2:43	s 9:47			63
	5:10		f 12:38	f 2:56	741.6	17		BENJAMIN 2.8	18	58.4	f 2:29	f 9:38			27
	5:30		s 12:44	f 3:04	744.4	0	D	SPANISH FORK SF	40	55.6	s 2:22	s 9:33			34
	5:45		f 12:51	f 3:12	748.0	26		SPRINGVILLE 4.7	13	52.0	f 2:14	f 9:26			14
WYOF	6:10PM	8:15AM	s 1:06	s 3:37	752.7	15	DN-E	PROVO VO-DE	8	47.3	s 2:04	s 9:17	1:40PM	10:30AM	YARD
					757.3	0		D & R. G. CROSSING 0.1	2	42.7					
		9:02	f 1:16	f 3:52	757.4	14		LAKE VIEW 1.7	2	42.6	f 1:37	f 9:02	1:16		45
					759.1	0		VINEYARD 2.7	25	40.9					16
					761.8	28		HARDY 1.7	25	38.2					29 SPUR
		9:25	s 1:27	s 4:05	763.5	53	D	PLEASANT GROVE Co	26	36.5	s 1:27	s 8:51	12:35		32
					766.0	24		S. L. and U CROSSING 0.5	16	34.0					
		9:45	s 1:34	s 4:13	766.5	45	D	AMERICAN FORK AF	57	33.5	s 1:20	s 8:44	12:15PM		53
		10:30	s 1:41	s 4:21	769.5	32	D	LEHI HI	0	30.5	s 1:13	s 8:37	11:56AM		37
WYF		11:05	s 1:45	s 4:25	771.0	64	DN	CUTLER JN	0	29.0	f 1:08	s 8:32	11:05		YARD
		11:40AM	f 1:55	f 4:40	775.5	0		MOUNT 2.5	60	24.5	f 12:58	f 8:22	10:45		34
					778.0	60		RIDEOUT 4.9	60	22.0					SPUR 8
W		12:10PM	s 2:10	f 5:05	782.9	53	D	DRAPER A	53	17.1	f 12:40	s 8:07	10:15		40
		12:35PM	s 2:25	s 5:20AM	787.4		DN-E	SANDY BR		12.6	12:30AM	7:55AM	9:45AM		

Figures shown at Salt Lake and Sandy are for information only.

Use O. S. L. R. R. and L. A. and S. L. R. R., Joint Time Table for Running Time.

WYOF		12:35PM		2:25	5:20AM	787.4	53	DN-E	SANDY BR	53	12.6	s 12:30AM	7:55AM			9:45AM		
		2:00PM		3:00PM	6:00AM	800.0		DN-E	SALT LAKE VN C		0.0	11:55PM	7:20AM			8:45AM		YARD
		Arrive Daily Except Monday		ARRIVE DAILY	ARRIVE DAILY				134.1			LEAVE DAILY	LEAVE DAILY			Leave Daily Except Sunday	Leave Daily Except Sunday	
		11.3		26.8	20.9			Average Miles per hour				25.5	27.7			9.9	11.3	
		7:40		5:00	6:25			Time over Subdivision				5:15	4:50			4:55	7:40	

Eastward trains are superior to trains of the same class in the opposite direction

# PASADENA AND GLENDALE SUBDIVISION

		EASTWARD					LOS ANGELES DIVISION					WESTWARD								
		FIRST CLASS							FIRST CLASS											
Fuel, Water, Turntable, Wye, Track Scales	M W Y C	36	34	32	30	42	Ruling Grade Ascending	Distance from Los Angeles	Time Table No. 59 NOV. 14, 1920					Ruling Grade Ascending	41	31	33	35	37	Car Capacity of Sidings
		Passenger	Mixed	Passenger	Passenger	Mixed			41	31	33	35	37		Mixed	Passenger	Passenger	Mixed	Passenger	
		LEAVE DAILY	LEAVE Daily Except Sunday	LEAVE Sunday Only	LEAVE DAILY	LEAVE Daily Except Sunday	STATIONS					ARRIVE Daily Except Sunday	ARRIVE DAILY	ARRIVE DAILY	ARRIVE Daily Except Sunday	ARRIVE Sunday Only				
		1:50 PM	11:10 AM	11:10 AM	9:20 AM	7:00 AM	53	0	DN-R	LOS ANGELES	DS	0	8:45 AM	10:30 AM	1:05 PM	3:40 PM	3:40 PM	YARD		
	W	1:57	11:20	11:16	9:26	7:07	87	1.6		DOWNEY AVENUE		0	8:37	10:23	12:58	3:28	3:33	TFR 14		
		2:00	11:25	11:20	9:30	7:12 AM	63	2.7		GLENDALE JUNCT.		0	8:33 AM	10:19	12:54	3:22	3:29			
		f 2:02		f 11:22	f 9:33		125	3.9		SIGNAL		0		f 10:16	f 12:51	3:19	f 3:26	11		
		f 2:07	11:35	f 11:26	f 9:37		125	5.4		A. T. AND S. F. CROSSING PISGAH		0		f 10:12	f 12:47	3:15	f 3:22	SPUR 5		
		f 2:15	11:47	f 11:34	f 9:45		99	8.4		RAYMOND		48		f 10:04	f 12:39	3:05	f 3:14	TFR 6		
		2:17	11:50	11:36	9:47		130	9.1		CALIFORNIA ST.		0		10:02	12:37	3:03	3:12			
	W T	2:20 PM	11:55 AM	11:40 AM	9:50 AM		117	9.9	DR	PASADENA	AD	65		10:00 AM	12:35 PM	3:00 PM	3:10 PM	25		
							117	11.6		PINTORESCA		0								
							130	12.1		PAINTERS		0								
							128	12.8		ARROYO PARK		0						SPUR 6		
						s 7:12 AM	120	2.7		GLENDALE JUNCT. A. T. AND S. F. CROSSING		76	s 8:33 AM					SPUR 36		
							73	6.3		FOREST LAWN		0						SPUR 3		
							104	6.8		TROPICO		0								
						s 7:32	104	8.1		GLENDALE		0	s 8:15					8		
						f 7:36	182	8.9		ROSSMOYNE		0	f 7:55					SPUR 4		
						7:42 AM		9.7		VERDUCO PARK		0	7:50 AM					3		
		ARRIVE DAILY	ARRIVE Daily Except Sunday	ARRIVE Sunday Only	ARRIVE DAILY	ARRIVE Daily Except Sunday							LEAVE Daily Except Sunday	LEAVE DAILY	LEAVE Daily Except Sunday	LEAVE Daily Except Sunday	LEAVE Sunday Only			
		19.8	11.8	19.8	19.8	16.0			Average Miles per hour					10.5	19.8	14.8	14.8	19.8		
		.30	.50	.30	.30	.42			Time over Subdivision					.55	.30	.40	.40	.30		

All Trains must stop before crossing Avenue 64.  
 Trains will not exceed schedule time on Pasadena and Glendale Subdivision.  
 Trains will not exceed speed of 12 miles per hour between Pasadena and Arroyo Park.  
 All Trains when 15 minutes late will protect against switching trains south of Glendale Junction.

Eastward trains are superior to trains of the same class in the opposite direction

## SAN PEDRO SUBDIVISION

		EASTWARD				LOS ANGELES DIVISION				WESTWARD					
Fuel, Water, Turntable, Wye Track Scales	FIRST CLASS				Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	Distance from E. San Pedro	FIRST CLASS				Car Capacity of Sidings	
		28 Passenger	26 Passenger	24 Passenger						22 Passenger	21 Passenger	23 Passenger	25 Passenger		27 Passenger
		Leaves Saturday and Sunday Only	LEAVE DAILY	LEAVE DAILY						LEAVE DAILY	Arrive DAILY	Arrive Saturday Only	Arrive DAILY		Arrive DAILY
		10:20AM	3:15PM	1:50PM	6:25AM	0	DN-R LOS ANGELES DS	27.1	10:20AM	1:25PM	2:50PM	5:55PM		YARD	
		10:22	3:17	1:52	6:27	1.0	1.0 7th ST. LOS ANGELES	19	10:16	1:20	2:45	5:51			
		10:26	3:21	1:56	6:31	3.1	2.1 G HOBART	42	10:11	1:15	2:40	5:46		TFR 20	
		10:28	3:23	1:58	6:33	4.2	1.1 A. T. & S. F. CROSSING	16	10:09	1:12	2:38	5:43		70	
		10:31	3:26	2:01	6:35	5.3	1.1 FRUITLAND	22.9	10:06	1:09	2:36	5:40		18	
		10:35	3:30	2:05	6:38	7.4	2.1 BELL	21.8	10:02	1:05	2:33	5:37		TFR20	
		10:38	3:33	2:08	6:41	9.4	2.0 CUDAHY	23	9:59	1:02	2:30	5:34		16	
		10:39	3:34	2:09	6:42	10.0	2.0 S. P. CROSSING	16	9:58	1:01	2:29	5:33		SPUR 5	
		10:42	3:37	2:12	6:44	11.8	0.6 D WORKMAN WN	13	9:56	12:58	2:27	5:30		70	
		10:44	3:39	2:14	6:45	12.5	1.8 COUNTY FARM	21	9:54	12:56	2:26	5:29			
		10:50	3:45	2:20	6:51	16.5	0.7 O CLEARWATER	19	9:48	12:51	2:20	5:23		43	
		10:54	3:49	2:24	6:58	18.9	4.0 D HYNES ET	19	9:44	12:46	2:14	5:19		25	
		11:00	3:55	2:30	7:10	21.1	2.4 BURNETT	42	9:39	12:40	2:09	5:14		56	
		11:04	3:59	2:34	7:15	21.8	2.2 S. P. CROSSING	42	9:34	12:36	2:05	5:10			
		11:08	4:03	2:38	7:19	22.9	0.7 D-R LONG BEACH 1st ST. MS	16	9:29	12:31	2:01	5:06		P. E. TFR 10	
		11:10	4:05	2:40	7:21	23.8	1.1 LONG BEACH	42	9:27	12:29	1:57	5:04		47	
		11:15	4:10	2:45	7:26	26.4	0.9 SEASIDE	5	9:23	12:24	1:53	4:59		YARD	
					7:30	27.1	2.6 POWER	5							
						27.1	0.7 TERMINAL ISLD.	0							
		11:20AM	4:15PM	2:50PM	7:40AM	27.1	0 S. W. SHIPYARD	0		12:20PM		4:55		YARD	
		Arrives Saturday and Sunday Only	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		0.7 D EAST SAN PEDRO SR	0	9:20AM		1:50PM	4:45PM		YARD	
		27.1	27.1	27.1	21.6		27.1		27.1	25.0	27.1	23.2			
		1.00	1.00	1.00	1.15		Average Miles per hour		1.00	1.05	1.00	1.10			
							Time over Subdivision								

## ST. THOMAS SUBDIVISION

		EASTWARD				LOS ANGELES DIVISION				WESTWARD					
Fuel, Water, Wye, Turntable, Track Scales	FIRST CLASS				Distance from Mospa	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	Distance from St. Thomas	FIRST CLASS				Car Capacity of Sidings	
		104								103					
		LEAVE Daily Except Sunday								ARRIVE Daily Except Sunday					
		11:00AM				0	MOAPA	106	21.3	3:00 PM				60	
		11:45AM				10.2	10.2 LOGAN	69	11.1	2:10				17	
		12:10PM				14.8	4.6 OVERTON	69	6.5	1:45				17	
		12:35 PM				21.3	6.5 ST. THOMAS		0	1:15 PM				17	
		ARRIVE Daily Except Sunday								Leave Daily Except Sunday					

Eastward trains are superior to trains of the same class in the opposite direction

## TINTIC SUBDIVISION

EASTWARD			SALT LAKE DIVISION					WESTWARD				
Fuel, Water, Turntable, Wye, Track Scales	FIRST CLASS			Distance from Mammoth	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	Distance from Tintic	FIRST CLASS			Car Capacity of Siding
		506 Passenger	504 Passenger						502 Passenger	501 Passenger	503 Passenger	
	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		STATIONS			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		
					D	MAMMOTH MO		3.0		11:13 AM		YARD
		11:56 AM		3.7	D	EUREKA RE		3.5	10:45 AM		11:56 AM	YARD
				0.8	0	D. & R. G. CROSSING		2.2		11:06		
		12:03 PM	11:19		0	MAMMOTH JUNCT.		1.4	10:36	11:03 AM	11:41	
			11:32 AM	1.6	137	D SILVER CITY SY		2.3			11:32 AM	YARD
FWY		12:10 PM		4.7	0	DN--R TINTIC U			10:30 AM			YARD
		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY					LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	
		14.0	13.6	15.0		Average Miles per hour			14.0	9.6	12.8	
		0:14	0:19	0:08		Time over Subdivision			0:15	0:10	0:24	

Eastward trains are superior to trains of the same class in the opposite direction, exceptions:

- No. 501 is superior to No. 502.
- No. 505 is superior to No. 506.
- No. 503 is superior to No. 504.

Wye switches at Tintic will be left lined for Silver City and Eureka main line.

Joint Time Table of the Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railroad will govern between D. & R. G. Crossing and Mammoth.

## FAIRFIELD SUBDIVISION

EASTWARD			SALT LAKE DIVISION					WESTWARD				
Fuel, Water, Turntable, Wye, Track Scales				Distance from Boulder	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	Distance from Cutler				Car Capacity of Siding
					STATIONS							
					BOULTER			43.7				60
				1.9	0	DOREMUS	87	41.8				9
				8.0	0	DEL MONTE	90	35.7				SPUR 12
				11.3	0	RUSH VALLEY	90	32.4				39
WY				14.4	0	TOPLIFF	59	29.3				46
				20.1	57	5 MILE PASS	0	23.6				22
				23.4	0	FAIRFIELD	60	20.3				27
W				28.5	5	CEDAR FORT	60	15.2				20
				36.2	42	WEBB	60	7.2				SPUR 2
				38.8	0	CLINTON	60	4.9				SPUR
FWY				43.7	61	DN CUTLER JN	61					YARD
						43.7						
						Average Miles per hour						
						Time over Subdivision						

**PIOCHE SUBDIVISION**

**FRISCO SUBDIVISION**

**SALT LAKE DIVISION**

**EASTWARD**

**WESTWARD**

**EASTWARD**

**WESTWARD**

Fuel, Water, Turntable, Wye Track Scales	SECOND CLASS		Distance from Pioche	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Caliente	SECOND CLASS		Fuel, Water, Turntable, Wye Track Scales	SECOND CLASS		Distance from Newhouse	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Milford	SECOND CLASS		
	400 Mixed	LEAVE Daily Except Sunday			STATIONS	401 Mixed			ARRIVE Daily Except Sunday	300 Mixed		LEAVE Mondays, Wednesdays and Saturdays	STATIONS			301 Mixed	ARRIVE Mondays, Wednesdays and Saturdays					
WY	11:30 AM			D	PIOCHE	EM	159	32.7	9:00 AM	YARD	Y	12:55 PM		190		D	NEWHOUSE	O	23.5		12:15 PM	YARD
	12:01 PM	11 3	66	O	11.3 DELMUES		92	21.4	8:05	23		1:35	6.6	37		D	FRISCO	CO	148	16.9	11:35 AM	YARD
W		12 3	O	O	1.0 WATER TANK		92	20.4		0		2:00	13.6	O			SOLUS		117	9.9	10:35	14
	12:30	18 2	O	O	5.9 PANACA		34	14.5	7:35	37		2:15	17.3	O			HICKORY		84	6.2	10:15	SPUR
		20.8	O	O	2.6 COMET		53	11.9		1			21.5	O			4.2 MOSCOW		60	2.0		8
		26 7	O	O	5.9 PECK			6.0		0	TOWFY	2:40 PM	23.5	O		DN-E	MILFORD	FD			9:45 AM	YARD
WYF	2:00 PM	32.7	O	DN-E	CALIENTE	CS			6:30 AM	YARD							23.5					LEAVE Mondays, Wednesdays and Saturdays
	ARRIVE Daily Except Sunday				32.7				LEAVE Daily Except Sunday			ARRIVE Mondays, Wednesdays and Saturdays										
	13.1				Average Miles per hour				13.1			13.3					Average Miles per hour					9.4
	2:30				Time over Subdivision				2:30			1:45					Time over Subdivision					2:30

Eastward trains are superior to trains of the same class in the opposite direction

Exceptions: No. 401 is superior to No. 400

No. 301 is superior to No. 300

Wye switches at Pioche will be left lined for Prince Con main line.

**DELTA SUBDIVISION**

**EASTWARD**

**SALT LAKE DIVISION**

**WESTWARD**

Fuel, Water, Wye, Turntable Track Scales	Distance from Delta	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Lucerne	Car Capacity of Siding
			DELTA	MOODY			
Y	0	31	DELTA 3:3	MOODY 3:3	24	13.5	YARD
	3.3	O	STEELE 1:3	MOODY 1:3	26	10.2	SPUR 30
	4.6					8.9	
	4.6	16	MOODY 1:5	LA MOTO 1:5	15	8.9	
	6.1	15	HINCKLEY 1:8	HINCKLEY 1:8	28	10.4	10
	7.9					12.2	10
	4.6	17	MOODY 0:6	ERWIN 1:5	12	8.3	SPUR 14
	5.2	26	ABBOTT 1:7	WILSON 0:9	20	6.8	SPUR 31
	6.7	20	GORDON 2:2	SUGARVILLE 2:0	16	5.1	SPUR 31
	8.4	16	LUCERNE 13.5		26	4.2	SPUR 17
	9.3	16			26	2.0	SPUR 29
	11.5	9			13	0	
	13.5						
			Average Miles per hour				
			Time over Subdivision				

## SIDINGS AND SPURS NOT ON TIME TABLE

Los Angeles Division		LOCATION	Car Capacity	Switch Connections	Flag Steps For Trains
		Miles from Los Angeles			
<b>First Subdivision</b>					
Handorf	16.0	7	West	Freight only	
Hellman	16.3	0	None	3 and 4	
Hillgrove	17.0	10	West	Freight only	
Otterbein	22.7	0	None	3 and 4	
San Antonio Meat Co. Spur	34.1	34	East	Freight only	
Harvey & Brown Spur	39.1	12	West	Freight only	
Winery Spur, Wineville	45.3	160	East	Freight only	
Glenavon	47.1	3	East	3 and 4	
Palm Avenue Spur	54.9	17	East	Freight only	
North Street	56.6	0	None		
<b>Second Subdivision</b>					
Cliffside Spur	193.3	2	West	Freight only	
Baxter Lime Spur	196.3	78	West	Nos. 3 and 4	
Water Track	251.2	15	Both	Freight only	
<b>Third Subdivision</b>					
Hoya Gravel Pit	401.5	43	Both	Freight only	
<b>San Pedro Subdivision</b>					
East Yard	3.0	0	None		
Vernon Spur	3.7		South	Freight only	
Fruitland Industrial Spur	4.5		South	Freight only	
Fairchild-Gilmore Spur	5.9	43	South	Freight only	
American Beet Sugar Co.	13.3	12	North	Freight only	
Zinc	24.2		South	19-25-18-26	
<b>Pasadena Subdivision</b>					
Baker Spur	5.3	4	South	Freight only	
Team Track	5.4	1	North	Freight only	
Lumber Yard Spur	11.4	8	South	Freight only	
<b>St. Thomas Subdivision</b>					
Gyp Spur	1.9	77	East	All Trains	
Arrowhead Spur	3.3	55	West	All Trains	
Narrows Spur	5.1	6	West	All Trains	
Wells Spur	8.8	5	West	All Trains	
Kaolin	17.2	3	West	All Trains	

### Medical Department

DR. GUY COCHRAN, Chief Surgeon	Los Angeles, Cal.
DR. PHILLIP STEPHENS, Asst. Chief Surgeon	"
DR. JOHN V. COCKE, Asst. Surgeon	"
DR. REA SMITH and DR. R. P. McREYNOLDS, Consultant	"
DR. J. Mc KENZIE BROWN, Occultist, DR. C. R. K. Swetnam, Asst.	"
DR. T. C. DONNELL and DR. F. B. MORRILL, Assistant Surgeons	Long Beach, Cal.
DR. WM. D. MOORE, Assistant Surgeon	East San Pedro, Cal.
DR. WARD L. FISHER, Asst. Surgeon	Pomona, Cal.
DR. R. C. NICHOLS	Ontario, Cal.
DR. W. W. ROBLEE, Asst. Surgeon	Riverside, Cal.
DR. FRANK M. GARDNER, Asst. Surgeon	San Bernardino, Cal.
DR. D. W. MACKENZIE, Asst. Surgeon	Yermo, Cal.
DR. HAL L. HEWETSON and DR. C. E. BULETTE, Asst. Surgeons	Las Vegas, Nev.
DR. L. B. SANDALL, Asst. Surgeon	Moapa, Nev.
DR. W. S. HARRISON, Asst. Surgeon	Overton, Nev.
DR. J. WEST SMITH, Asst. Surgeon	Caliente, Nev.
DR. J. D. CAMPBELL, Asst. Surgeon	Pioche, Nev.
DR. H. C. HUNTER, Asst. Surgeon	Milford, Utah
DR. C. W. BANNING, Asst. Surgeon	Lynndyl, Utah
DR. STEELE BAILEY, JR.	Mammoth, Utah
DR. L. B. Laker, Asst. Surgeon	Eureka, Utah
DR. THOS. D. RESS and DR. N. J. REES, Asst. Surgeons	Nephi, Utah
DR. G. F. TILSON, Asst. Surgeon	Payson, Utah
DR. GEO. E. ROBINSON, Asst.; DR. H. C. MERRILL, Alternate Surgeon	Provo, Utah
DR. J. F. NOYES, Asst. Surgeon	American Fork, Utah
DR. O. E. GRUA, Asst. Surgeon	Pleasant Grove, Utah
DR. FRED W. WORLTON, Asst. Surgeon	Lehi, Utah
DR. Z. G. LOGAN, Asst. Surgeon	Ophir, Utah
DR. J. A. PHIPPS, Asst. Surgeon	Tooele, Utah
DR. A. J. HOSMER, Division Surgeon	Salt Lake City, Utah
DR. A. J. MURPHY, Asst. Division Surgeon	Salt Lake City, Utah
DR. CLAUDE M. SHIELDS, Asst.; DR. E. F. ROOT, Consultant	Salt Lake City, Utah
DR. G. B. PFOUTZ, Oculist	Salt Lake City, Utah
DR. E. A. TRIPP, Dentist	Salt Lake City, Utah
DR. H. L. CHARLES, Asst. Surgeon	Delta, Utah

Los Angeles Division		LOCATIONS	Car Capacity	Switch Connections
		Miles from Bly		
<b>Crestmore Track</b>				
Hamilton Spur	1.8	4		
Ennis	3.1	6		
Ormond	3.9	17		
Forage	6.2	3		
Crestmore	6.5	Yard		
<b>Bly Track</b>				
Lewis Spur	1.5	13		
Burkett Spur	2.5	6		
Bly Quarry	3.1	18		
<b>Salt Lake Division</b>				
<b>Fifth Subdivision:</b>		Miles from Los Angeles		
Billings Spur	646.	11	East	
<b>Sixth Subdivision:</b>				
Honerine Spur	744.8	122	East	
<b>Provo Subdivision:</b>				
Sand Spur	774.2	7	West	
Lehi Sugar Spur	769.1	127	East	
Vineyard Fruit Spur	758.7	9	East	
Utah-Idaho Sugar Co. Spur Cutting Plant	754.8	45	East	
Bullock	750.7	9	East	
<b>Fairfield Subdivision:</b>		Miles from Cutler		
M. P. 2.5	2.5	10	East	
Clinton Spur	4.9	185	East	
Fairfield Wool Spur	21.0	5	West	
Topliff Spurs	29.3			
Spurs to U. S. Lime Quarries		188	East	
West Leg of Wye		24	Both	
Spur to Utah-Idaho Sugar Co.		75	East	
Spur to A. S. & R. Co. Quarries		355	East	
Powder Spur		5	West	
A. S. & R. Storage Yard		36	Both	
Switch Back Siding		16	Both	
Hammond Spur	42.3	17	West	
<b>Frisco Subdivision:</b>		Miles from Milford		
Hickory Spur	6.2	140	East	
Horn Silver Mine Extension	16.9			
Town Spur Frisco	17.3	80	West	
Hoist Spur	17.8	11	East	
Ore Bin Spur	17.8	28	East	
Tank Spur	17.8	5	West	
Ore Bin Track	17.8	5	East	
Horn Silver Mill Spur	17.8	7	Both	
Storage track	17.8	7	Both	
<b>Tintic Subdivision:</b>		Miles from Tintic		
New East Tintic Railway	3.1		East	
Carisa Mine Spur	4.4	2	East	
Spur to Lower Mammoth Mines	4.5	17	East	
Gold Chain Spur	4.7	5	East	
Spur to Ore Bins	4.8	20	East	
Sioux Tunnel Siding	4.8	3		
Mammoth Mine Team Spur	5.1	1	West	
Mammoth Mine Coal Spur	5.1	5	East	
Northern Spy Extension	1.9		East	
Team Spur	2.7	5	East	
Tesora Spur	3.7	5	East	
Northern Spy Siding	4.8	8		

### Licensed Watch Inspectors

G. B. DAVIDSON, 445 S. Spring Street	Los Angeles, Cal.
WM. MANSON	San Bernardino, Cal.
SANA BLOEDEL	Las Vegas, Nev.
HUBBARD-DENN JEWELRY COMPANY, 217 South Main St.	Salt Lake City, Utah
G. G. VOEGE CO., 460 W 2nd So.	Salt Lake City, Utah

## RATING OF LOCOMOTIVES IN FREIGHT SERVICE, In Tons of 2,000 Pounds

The number of tons shown by the time table as ordinary rating for engines is based on the maximum grades, but between points where grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

Total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul between the stations shown, under favorable weather conditions

CLASSIFICATION NUMBERS ENGINE		LOS ANGELES to SALT LAKE											SALT LAKE to LOS ANGELES															
		LOS ANGELES DIVISION							SALT LAKE DIVISION				SALT LAKE DIVISION						LOS ANGELES DIVISION									
		LOS ANGELES to SAN BERNARDINO	SAN BERNARDINO to SUMMIT	SUMMIT to YERMO	YERMO to KELSO	KELSO to CIMA	CIMA to LEITH	LEITH to CALIENTE	CALIENTE to CRESTLINE	CRESTLINE to MILFORD	MILFORD to LYNDYL	LYNDYL to BOULTER	BOULTER to SALT LAKE	SALT LAKE to LAKE POINT	LAKE POINT to BOULTER	BOULTER to LYNDYL	LYNDYL to MILFORD	MILFORD to UVADA	UVADA to CRESTLINE	CRESTLINE to CALIENTE	CALIENTE to MOAPA	MOAPA to LAS VEGAS	LAS VEGAS to YERMO	YERMO to VICTORVILLE	VICTORVILLE to SUMMIT	SUMMIT to SAN BERNARDINO	SAN BERNARDINO to LOS ANGELES	
Mk63 <sup>26</sup> / <sub>28</sub>	218	3700	1711	700	2832	1652	700	1652	1121	790	3540	2360	1829	2596	2360	1672	3540	2242	2350	1652	3540	2832	1711	1607	1770	1062	2832	2360
C57 <sup>21</sup> / <sub>30</sub>	173	3500 Class	1350	503	2400	1350	503	1350	900	590	3000	1800	1400	2000	1800	1280	3000	1700	2100	1280	3000	2400	1350	1250	1350	810	2400	1620
C57 <sup>22</sup> / <sub>30</sub>	187	3600 Class	1450	586	2400	1400	586	1400	950	670	3000	2000	1550	2200	2000	1417	3000	1900	2233	1400	3000	2400	1450	1362	1500	900	2400	2000
P77 <sup>22</sup> / <sub>28</sub>	141	3400 Class	903	368	1500	903	368	903	596	400	3000	1250	903	1250	1250	900	3000	1250	1635	903	3000	1500	903	903	903	542	2400	1250
P77 <sup>25</sup> / <sub>28</sub>	166	3430 Class	1202	503	2000	1202	503	1202	800	550	3000	1656	1202	1656	1656	1200	3000	1656	2046	1202	3000	2000	1202	1202	1202	730	2400	1656

**Los Angeles Division**

**Length of Stems of Wyes**

**Salt Lake Division**

Location	Feet	Location	Feet
Los Angeles .....	600	Caliente .....	1500
Ostend (mile 24) .....	510	Crestline .....	691
Bly .....		Modena .....	777
Yermo .....	335	Lund .....	1466
Kelso .....	334	Milford .....	494
Cima .....	465	Oasis .....	234
Las Vegas .....	450	Delta .....	1500
Moapa .....	275	Lucerne .....	388
Leith .....	316	Tintic .....	1500
St. Thomas .....	465	Warner .....	1500
Rox (mile 399.3) .....	194	Wye .....	531
		Juab .....	288
		Newhouse .....	502
		Payson .....	404
		Provo .....	188

**Summary of Mileage**

**Los Angeles Division:**

Main Line .....	462.8
San Pedro Subdivision .....	27.1
Pasadena Subdivision .....	12.8
Glendale Subdivision .....	7.1
St. Thomas Subdivision .....	21.3
Crestmore Branch .....	8.7
Rialto Branch .....	9.8
<b>Total</b> .....	<b>549.6</b>

**Salt Lake Division:**

Main Line .....	324.1
Provo Subdivision .....	134.1
Fairfield Subdivision .....	43.3
Delta Subdivision .....	15.0
Frisco Subdivision .....	23.5
Pioche Subdivision .....	32.7
Tintic Subdivision .....	7.4
Freight Track Buena Vista to Salt Lake .....	4.3
<b>Total</b> .....	<b>584.4</b>
<b>Total</b> .....	<b>1134.0</b>

## RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

### FIRST SUBDIVISION

LOCATION	TRACKS GOVERNED	RULES	WHISTLE SIGNALS
7th St—Los Angeles Pomona Depot Pomona Tower Ontario Tower	L. A. Ry. P. E. Ry. S. P. Co. S. P. Co.	8 miles per hour 15 miles per hour Interlocker Interlocker	Passing Track ——— o House Track ——— o
Ontario (0.5 miles east from tower) Magnolia Ave.	S. P. Co. P. E. Ry.	Stop Interlocker	Passing Track ——— o Storage Track ——— o
North St—Riverside 7th St—Riverside Riverside Junction	P. E. Ry. P. E. Ry. S. P. & A. T. & S. F.	Under control 15 miles per hour Interlocker	A. T. & S. F. ——— S. P. Co. ——— o A. T. & S. F. from Refer Yard ——— o S. P. Co. from Refer Yard ——— o From A. T. & S. F. or S. P. Co. to east bound main track o o ———

### SECOND SUBDIVISION

Crucero	T. & T. R. R.	Interlocker	
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### SAN PEDRO SUBDIVISION

7th St—Los Angeles Hobart Depot	L. A. Ry. A. T. & S. F. R. R.	8 miles per hour Interlocker	Passing Track ——— o East Wye. ——— o
Mile 5.1 Cudahy Station Mile 11.1 7th St—Long Beach 2nd St—Long Beach Maine St—Long Beach	P. E. Ry. S. P. Co. P. E. Ry. P. E. Ry. P. E. Ry. & S. P. P. E. Ry.	15 miles per hour Interlocker 15 miles per hour 6 miles per hour Stop 12 miles per hour	

### PASADENA SUBDIVISION

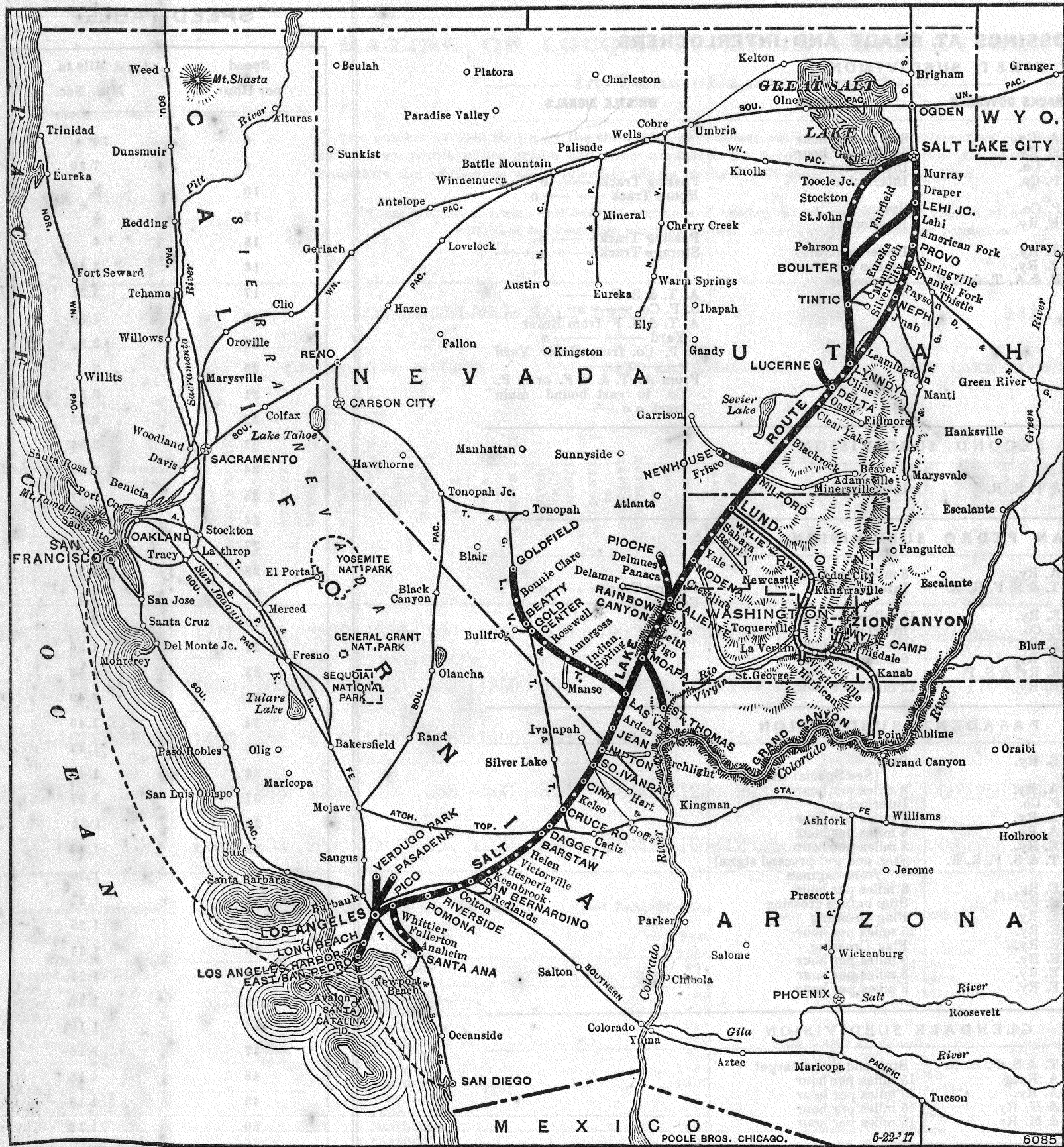
Aliso St—Los Angeles	P. E. Ry.	Stop (See Special Rule 23)	
Macy St—Los Angeles Mission St—Los Angeles Main St—Los Angeles Ave 20—Los Angeles Pasadena Ave & Ave 36—L. A. Ave 61—Los Angeles	L. A. Ry. S. P. Co. L. A. Ry. L. A. Ry. P. E. Ry. A. T. & S. F. R. R.	8 miles per hour Interlocker 8 miles per hour 8 miles per hour 8 miles per hour Stop and get proceed signal from flagman	
Marmion Way—Los Angeles Ave 64—Los Angeles Fair Oaks Ave—Pasadena (Mile 8.5) California St—Pasadena Colorado St—Pasadena No. Orange Grove Ave—Pasadena Lincoln Ave—Pasadena (Mile 11) Lincoln Ave—Pasadena (Mile 12)	P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry.	8 miles per hour Stop before crossing Flag Crossing 15 miles per hour Flag Crossing 8 miles per hour 8 miles per hour 8 miles per hour	

### GLENDALE SUBDIVISION

Glendale Junction Dayton Ave—Los Angeles Mile 3.8 Broadway—Glendale 1st St—Glendale	A. T. & S. F. R. R. L. A. Ry. L. A. Ry. G. & M. Ry. G. & M. Ry.	Stop and throw target 15 miles per hour 15 miles per hour 15 miles per hour 15 miles per hour	
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## SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.
6	10
8	7.30
10	6
12	5
15	4
16	3.45
17	3.31
18	3.20
19	3.9
20	3
21	2.51
22	2.43
23	2.36
24	2.30
25	2.24
26	2.18
27	2.13
28	2.8
29	2.5
30	2
31	1.56
32	1.52
33	1.49
34	1.45
35	1.42
36	1.40
37	1.37
38	1.34
39	1.33
40	1.30
41	1.27
42	1.25
43	1.23
44	1.21
45	1.20
46	1.18
47	1.16
48	1.15
49	1.13
50	1.12



**MAP**  
 Showing Lines  
 of the  
**Los Angeles & Salt Lake  
 Railroad Company**