UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division
and
Los Angeles Division

EMPLOYES' TIME-TABLE

84

To Take Effect Sunday, May 3, 1931

AT 12:01 A. M., MOUNTAIN TIME, EAST OF LAS VEGAS
AT 12:01 A. M., PACIFIC TIME, WEST OF LAS VEGAS

For the government and information of employes only, and not intended for the use of the public.
The right is reserved to vary from this time-table at pleasure.

ARROW PRESS, SALT LAKE

Los Angeles Div Timetable 81 eff 9Nov30; Salt Lake Timetable 83 eff 23Nov30
UP/LA+SL Timetable 1 eff 13March32 - don't know if any intervening

CONDENSED TIME TABLE

WESTWARD

SECOND CLASS	FIRST CLASS							Time-Table No. 84 May 3, 1931		EASTWARD						
261 Freight	103 Passenger	19 Passenger	7 Passenger	21 Passenger	63 Passenger	Distance from Salt Lake City	STATIONS	Distance from First Street, Los Angeles	20 Passenger	8 Passenger	22 Passenger	64 Passenger	104 Passenger		262 Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily
1.30PM	9.45PM	5.15PM	11.00AM	8.00AM	7.30AM	0.0	SALT LAKE CITY	784.0	12.15PM	5.15PM	9.45PM	4.35PM	6.20AM		4.50AM
		7.03				47.3	PROVO	752.7	10.23AM						
		8.28				89.2	NEPHI	710.8	8.54						
2.30	10.15		11.29AM	8.29	7.59	15.7	GARFIELD	768.3		4.44	9.13	4.04	5.44		3.30
4.13	10.48PM		12.01PM	9.04	8.50	35.8	WARNER	748.2		4.13	8.40	3.15	5.04		2.15AM
7.22	12.14AM		1.17	10.27	10.15AM	85.4	TINTIC	698.6		2.58	7.22	1.55PM	3.28		11.20PM
9.30PM	1.15	10.10	2.10	11.25AM		118.1	LYNNDYL	665.9	7.25	2.05	6.25		2.20AM		8.50
12.42AM	3.13	11.43PM	3.42	1.10PM		184.6	BLACK ROCK	599.4	5.28	12.22PM	4.36		11.43PM		5.12
2.30	4.05	12.25AM	4.20	2.00		207.2	MILFORD	576.8	4.55	11.52AM	3.55		11.00		4.15
4.00	5.15AM	1.25	5.12	2.50		242.6	LUND	541.4	4.00	10.57	2.50		9.50PM		1.00PM
5.30		2.15	5.59	3.50		274.2	MODENA	509.8	3.14	10.16	2.00				11.45AM
9.00AM		4.05	7.50	5.48		324.5	CALIENTE	459.5	1.25AM	8.35	12.15PM				8.45
12.50PM		6.32	10.04	8.14		400.9	MOAPA	383.1	10.48PM	5.58	9.21AM				3.10
5.00PM		7.05	10.25PM	8.50PM		449.8	LAS VEGAS	334.2	9.35	4.50	8.10				12.45AM
12.25AM		10.15AM	1.27AM	12.05AM		548.5	KELSO	235.5	5.20	1.03AM	4.03				4.05PM
		12.20PM	3.20	2.25		620.8	YERMO	163.2	3.30	11.17PM	1.48				12.10PM
		1.00	3.50	3.00		634.2	BARSTOW	149.8	2.55	10.50	1.15AM				
2.00PM		3.20	6.20	5.45		715.3	SAN BERNARDINO	67.3	12.25	8.15	10.45PM				3.30AM
2.20		3.28	6.28	5.55		719.0	COLTON	64.3	12.07PM	7.57	10.26				3.00
2.50		3.45	6.45	6.15		725.8	RIVERSIDE	57.5	11.55AM	7.45	10.15				2.00
4.31		4.26	7.26	7.02		751.3	POMONA	32.0	11.08	7.06	9.35				12.35AM
6.00PM		5.30PM	8.30AM	8.15AM		783.9	LOS ANGELES	0.0	10.00AM	6.05PM	8.30PM				11.30PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
(53.30) 14.7	(7.15) 32.3	(25.15) 31.7	(22.30) 34.8	(25.15) 31.0	(2.45) 31.0		Time / Average Speed Per Hour		(25.15) 31.7	(22.10) 35.4	(24.15) 32.1	(2.40) 32.0	(8.30) 28.5		(52.20) 15.0

NOTE: Pacific Time West of Las Vegas. Mountain Time East of Las Vegas.

MILEAGE:

SALT LAKE DIVISION	
Main Line	765.6
Branches	223.7
Total	989.3
LOS ANGELES DIVISION	
Main Line	159.2
Branches	83.0
Total	242.2
GRAND TOTAL	
Main Line	924.8
Branches	306.7
Total	1231.5

SALT LAKE DIVISION

A. L. COEY, Superintendent ..... Salt Lake City, Utah
J. T. WARDENBURG, Trainmaster ..... Salt Lake City, Utah
N. E. McKINNON, Trainmaster ..... Caliente, Nev.
R. M. SEALE, Chief Train Dispatcher ..... Salt Lake City, Utah
O. J. LANGSTON, Night Chief Train Dispatcher . Salt Lake City, Utah
T. W. FRENCH, Chief Train Dispatcher ..... Las Vegas, Nev.
W. E. BORDEN, Train Dispatcher ..... Salt Lake City, Utah
W. J. MORRISON, Train Dispatcher ..... Salt Lake City, Utah
V. A. PARRY, Train Dispatcher ..... Salt Lake City, Utah
L. G. CAMPBELL, Train Dispatcher ..... Salt Lake City, Utah
D. M. JONES, Train Dispatcher ..... Las Vegas, Nev.
C. E. MOORE, Train Dispatcher ..... Las Vegas, Nev.
J. C. HAYMOND, Train Dispatcher ..... Las Vegas, Nev.
V. H. DILLEHUNT, Train Dispatcher
R. M. COPELAND, Train Dispatcher
C. F. MATTINGLY, Train Dispatcher
L. E. STORRS, Train Dispatcher

LOS ANGELES DIVISION

W. H. SMITH, Superintendent ..... Los Angeles, Cal.
E. E. CUNNINGHAM, Trainmaster ..... Los Angeles, Cal.
G. A. ZENTMYER, Chief Train Dispatcher ..... Los Angeles, Cal.
F. J. HOLDERMAN, Night Chief Train Dispatcher .. Los Angeles, Cal.
R. W. BRADY, Train Dispatcher ..... Los Angeles, Cal.
F. H. CRAWFORD, Train Dispatcher ..... Los Angeles, Cal.
R. C. WERNER, Train Dispatcher ..... Los Angeles, Cal.
P. V. COX, Train Dispatcher ..... Los Angeles, Cal.
V. G. HAM, Train Dispatcher
W. McCALL, Train Dispatcher
G. C. PETTEYS, Train Dispatcher
A. L. GIFFORD, Train Dispatcher
L. W. FLAHERTY, Train Dispatcher
T. J. KELLY, Train Dispatcher
G. S. ALLEN, Train Dispatcher
C. C. LOBACK, Train Dispatcher

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51″	70.6	1′25″	42.3
52″	69.2	1′30″	40
53″	67.9	1′40″	36
54″	66.6	1′45″	34.3
55″	65.4	1′50″	32.7
56″	64.2	2′	30
57″	63.1	2′10″	27.6
58″	62	2′15″	26.6
59″	61	2′20″	25.7
1′	60	2′30″	24
1′ 1″	59	2′40″	22.5
1′ 2″	58	2′45″	21.8
1′ 3″	57.1	2′50″	21.2
1′ 4″	56.2	3′	20
1′ 5″	55.3	3′ 9″	19
1′ 6″	54.5	3′20″	18
1′ 7″	53.7	3′31″	17
1′ 8″	52.9	3′45″	16
1′ 9″	52.1	4′	15
1′10″	51.4	5′	12
1′12″	50	6′	10
1′15″	48	7′30″	8
1′20″	45	10′	6

F. H. KNICKERBOCKER,
General Manager.

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

WESTWARD — PROVO SUBDIVISION — EASTWARD — SALT LAKE DIVISION

Time-Table No. 84

May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 95 Freight Leave Daily	SECOND CLASS 93 Freight Leave Daily Ex. Sunday	FIRST CLASS 19 Passenger Leave Daily	Distance from Salt Lake City	STATIONS	Distance from Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	SECOND CLASS 94 Freight Arrive Daily Ex. Sunday	SECOND CLASS 96 Freight Arrive Daily
WFYOTP		7.20AM	5.15PM	0.0	DN-R SALT LAKE CITY VN-C	800.0	12.15PM	11.59AM	
		8.50AM	f 5.45PM	12.6	DN-R SANDY BR	787.4	f 11.40AM	10.40AM	
2,488 PW		9.15	f 5.55	17.1	D DRAPER A	782.9	f 11.29	10.15	
373 P				22.0	RIDEOUT (Spur)	778.0			
3,655 West 3,453 East P		9.45	6.07	24.5	MOUNT	775.5	11.16	9.45	
3,503 WYP		10.20	f 6.17	29.0	D CUTLER JN	771.0	f 11.07	9.15	
1,697 P		10.30	s 6.21	30.5	D LEHI HI	769.5	s 11.03	8.55	
2,245 P		10.55	s 6.29	33.5	D AMERICAN FORK AF	766.5	s 10.55	8.30	
I				34.0	S. L. & U. CROSSING	766.0			
3,702 P		11.20	s 6.37	36.5	D PLEASANT GROVE GO	763.5	s 10.46	7.55	
1,379				38.2	HARDY (Spur)	761.8			
807			f	40.9	VINEYARD	759.1	f		
3,708 P		11.33	6.44	42.6	LAKEVIEW	757.4	10.36	7.30	
				42.7	D. & R. G. W. CROSSING	757.3			
FWPOTY	7.30AM	11.55AM	s 7.03	47.3	DN-R PROVO VO UR	752.7	s 10.23	7.00AM	9.55AM
733	7.40		f 7.11	52.0	SPRINGVILLE	748.0	f 10.07		9.40
1,601 P	7.55		s 7.19	55.6	D SPANISH FORK SF	744.4	s 10.01		9.30
2,702 P	8.03		7.24	58.4	BENJAMIN	741.6	9.54		9.20
2647 PWOY	8.25		s 7.34	63.2	D PAYSON CN	736.8	s 9.47		9.10
545				67.4	BARRY	732.6			
2,686 P	8.50		f 7.48	69.3	SANTAQUIN	730.7	f 9.34		8.50
1,431 P	9.28		7.54	72.0	YORK	728.0	9.28		8.40
2,665 PW	9.40		f 8.04	78.0	STARR	722.0	f 9.18		8.28
827			f 8.11	81.6	MONA	718.4	f 9.07		
2,214 P	9.55		8.14	83.3	BURRISTON	716.7	9.04		8.15
2,650 PWY	10.50		s 8.28	89.2	D NEPHI NI	710.8	s 8.54		8.00
2,712 P	11.10		8.40	96.4	SHARP	703.6	8.40		7.35
290			f 8.48	101.0	LEVAN (Spur)	699.0	f 8.31		
2,679 P	11.30		s 8.55	103.7	D JUAB JA	696.3	s 8.25		7.20
2,636 PW	11.50AM		f 9.07	110.7	MILLS	689.3	f 8.12		7.00
1,310 P	12.20PM		9.23	118.9	PARLEY	681.1	7.55		6.35
646 P				121.0	SOMA	679.0			
1,511 P	12.50		s 9.42	128.7	LEAMINGTON	671.3	s 7.35		6.15
223				131.1	MACK (Spur)	668.9			
PFTWY	1.10PM		9.55PM	134.1	DN-R LYNNDYL NY	665.9	7.25AM		6.00AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		134.1		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(5.40) 15.3	(4.35) 10.3	(4.40) 28.7		Time / Average Speed Per Hour		(4.50) 27.7	(4.59) 9.5	(3.55) 22.1

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Trains are governed by O. S. L. R. R. joint time-table and rules between Sandy and Salt Lake City; time shown at Salt Lake City is for information only.

SALT LAKE DIVISION — **WESTWARD** — **SIXTH SUBDIVISION** — **EASTWARD**

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS	FIRST CLASS							Distance from Salt Lake City		Distance from Los Angeles	FIRST CLASS							SECOND CLASS
	261 Freight	69 Passenger	103 Passenger	65 Passenger	7 Passenger	21 Passenger	63 Passenger	61 Passenger		STATIONS		104 Passenger	62 Passenger	64 Passenger	66 Passenger	8 Passenger	22 Passenger	70 Passenger	262 Freight
	Leave Daily	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	Arrive Daily	Arrive Daily
PFWTYO	1.30PM								0.0	DN-R NORTH YARD C	783.6								4.50AM
									1.1	S. L. G. & W. CROSSING	782.5								
									0.1										
									1.2	D. & R. G. W. CROSSING	782.4								
									1.1										
									2.3	WESTERN PAC. CROSSING	781.3								
	2.00								2.1										
									4.4	BUENA VISTA	779.2								4.05
PFWTYO		10.45PM	9.45PM	2.45PM	11.00AM	8.00AM	7.30AM	6.45AM	0.0	DN-R SALT LAKE CITY VN	784.0	6.20AM	8.35AM	4.35PM	5.10PM	5.15PM	9.45PM	12.34AM	
		10.52PM	9.52PM	2.52PM	11.07AM	8.07AM	7.37AM	6.53AM	1.3	EIGHTH SOUTH ST.	782.7	6.12AM	8.27AM	4.27PM	5.03PM	5.08PM	9.38PM	12.26AM	
									0.2										
									1.5	D. & R. G. W. CROSSING	782.5								
									0.1										
I									1.6	D. & R. G. W. CROSSING	782.4								
									0.4										
821									2.0	ENAMEL (Spur)	782.0								
3,887 P 2,991	2.00	s 11.00	10.00	s 3.00	11.15	8.15	s 7.44	s 7.01	2.8										
									4.8	BUENA VISTA	779.2	6.04	s 8.15	s 4.20	s 4.55	5.00	9.29	s 12.18	4.05
4,781 P	2.15	f 11.08	10.07	f 3.08	11.22	8.22	f 7.51	f 7.10	5.5										
									10.3	RITER	773.7	5.53	f 8.06	f 4.12	f 4.47	4.52	9.21	f 12.10	3.45
3,159 PW	2.30	s 11.16	s 10.15	s 3.16	11.29	8.29	s 7.59	s 7.18	5.4										
									15.7	DN GARFIELD GF	768.3	s 5.44	s 7.59	s 4.04	s 4.39	4.44	9.13	s 12.02AM	3.30
I									1.2										
									16.9	B. & G. CROSSING	767.1								
924		s 11.20		s 3.20			s 8.12	s 7.22	0.3										
									17.2	SMELTER	766.8		s 7.55 7.40	s 4.00	s 4.35 4.05			s 11.59PM	
PY		11.23PM		3.23PM			f	7.25AM	0.8										
									18.0	R WYE	766.0		7.35AM		4.00PM			11.40PM	
4,844 P	2.45		10.22		11.36	8.36	f 8.17		1.6										
									19.6	LAKE POINT	764.4	5.35		f 3.48		4.38	9.07		3.03
3,485 P	3.00		10.28		11.42	8.43	f 8.24		3.9										
									23.5	MORRIS	760.5	5.25		f 3.37		4.31	9.00		2.50
4,558 PW	3.28		10.34		11.48	8.50	f 8.31		4.1										
									27.6	ERDA	756.4	5.16		f 3.28		4.25	8.53		2.40
4,506 P	3.45		10.40		11.54AM	8.57	f 8.38		4.1										
									31.7	SHIELDS	752.3	5.11		f 3.21		4.19	8.47		2.30
3,782 PY	4.13		s 10.48		12.01PM	9.04	s 8.50		4.1										
									35.8	D WARNER DU	748.2	s 5.04		s 3.15		4.13	8.40		2.15
2,181 P							f		3.4										
									39.2	BAUER	744.8			f					
6,270 PW	4.45		s 11.03		12.12	9.18	s 9.02		2.2										
									41.4	DN STOCKTON KN	742.6	f 4.52		s 3.05		4.05	8.31		1.45
4,803 P	5.00		f 11.12		12.21	9.27	s 9.12		6.5										
									47.9	D ST. JOHN SJ	736.1	f 4.40		s 2.54		3.55	8.21		1.25
4,608 P	5.12		11.21		12.30	9.36	f 9.21		6.9										
									54.8	AJAX	729.2	4.28		f 2.44		3.46	8.12		1.10
2,619 PW 3,605	5.35		11.30		12.38	9.44	s 9.30		5.9										
									60.7	D FAUST F	723.3	4.17		s 2.35		3.38	8.03		12.55
4,557 P	6.00		11.40		12.47	9.55	f 9.39		6.1										
									66.8	PEHRSON	717.2	4.05		f 2.25		3.29	7.54		12.37
4,551 P	6.14		11.46		12.53	10.01	f 9.45		3.1										
									69.9	DUNBAR	714.1	3.59		f 2.20		3.24	7.48		12.30
4,583 PW	6.35		11.53PM		12.59	10.07	f 9.53		4.2										
									74.1	LOFGREEN	709.9	3.51		f 2.13		3.18	7.42		12.20
3,725 P 3,767	6.55		12.03AM		1.09	10.17	f 10.02		5.7										
									79.8	BOULTER	704.2	3.40		f 2.04		3.08	7.33		12.03AM
302							f		3.6										
									83.4	KNIGHT (Spur)	700.6			f					
3,561 2,584 PFWYO	7.22		s 12.14		1.17	s 10.27	10.15AM		2.0										
									85.4	DN-R TINTIC U	698.6	s 3.28		1.55PM		2.58	f 7.22		11.20PM
4,563 P	7.38		12.23		1.26	f 10.36			6.7										
									92.1	McINTYRE	691.9	3.12				2.46	f 7.08		10.45
3,571 PW	7.51		12.33		1.36	f 10.46			6.6										
									98.7	JERICHO	685.3	3.00				2.35	f 6.57		10.15
4,449 P	8.01		12.41		1.44	10.54			5.8										
									104.5	DYER	679.5	2.47				2.25	6.46		9.50
3,599 P	8.09		12.47		1.50	f 11.00			4.5										
									109.0	CHAMPLIN	675.0	2.38				2.19	f 6.40		9.30
4,786 P	8.16		12.54		1.55	f 11.06			4.0										
									113.0	ADAMS	671.0	2.30				2.13	f 6.34		9.18
PFWTY	8.30PM		1.05AM		2.05PM	11.15AM			5.1										
									118.1	DN-R LYNNDYL NY	665.9	2.20AM				2.05PM	6.25PM		8.50PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		118.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(7.00)	(0.38)	(3.20)	(0.38)	(3.05)	(3.15)	(2.45)	(0.40)		Time		(4.00)	(1.00)	(2.40)	(1.10)	(3.10)	(3.20)	(0.54)	(8.00)
	16.9	28.4	35.4	28.4	33.3	36.3	31.0	27.0		Average Speed per hour		29.5	18.0	32.0	15.4	37.3	35.4	20.0	14.8

Automatic Block Signals — Freight Line — Passenger Line

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 61 is superior to No. 62. No. 65 is superior to No. 66. No. 69 is superior to No. 70. No. 62 and No. 66 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

Time shown at Salt Lake City is for information only; trains are governed by O. S. L. R. R. joint time-table and rules between Salt Lake City and Eighth South Street.

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 261 Freight Leave Daily	FIRST CLASS 19 Passenger Leave Daily	7 Passenger Leave Daily	21 Passenger Leave Daily	103 Passenger Leave Daily	Distance from Salt Lake City	STATIONS	Distance from Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	8 Passenger Arrive Daily	22 Passenger Arrive Daily	104 Passenger Arrive Daily	SECOND CLASS 262 Freight Arrive Daily
	PTWFY	9.30PM	10.10PM	2.10PM	11.25AM	1.15AM	118.1	DN-R **LYNNDYL** NY	665.9	7.10AM	1.55PM	6.15PM	1.55AM	8.00PM
3,507	P	9.45	10.19	2.19	f 11.34	1.24	123.7	5.6 CLINE	660.3	6.59	1.46	f 6.04	1.42	7.45
4,743	P	9.55	10.25	2.25	11.40	**1.31**	128.5	4.8 STRONG	655.5	6.52	1.40	5.57	**1.31**	7.35
2,448 4,679	PWY	10.10	s 10.34	2.34	s 11.51AM	s 1.50	134.6	6.1 DN **DELTA** AK	649.5	s 6.43	1.32	s 5.48	s 1.10	7.17
3,628	P	10.20	f 10.42	2.41	f 12.01PM	f 2.00	139.6	5.0 D OASIS S	644.4	s 6.31	1.25	f 5.38	f 12.55	7.02
4,596	P	10.27	10.48	2.47	12.07	2.07	144.1	4.5 VAN	639.9	6.22	1.19	5.31	12.47	6.53
3,973	P	10.34	10.54	2.53	12.13	2.13	148.5	4.4 JEROME	635.5	6.16	1.13	5.25	12.40	6.46
3,987	PW	**11.01**	**f 11.01**	2.59	f 12.20	f 2.22	153.0	4.5 DN CLEAR LAKE CK	631.0	f 6.10	1.07	f 5.19	f 12.33	6.35
4,553	P	11.16	11.08	3.06	f 12.27	2.29	158.1	5.1 NEELS	625.9	6.03	1.00	f 5.12	12.25	6.15
4,563	P	11.32PM	11.15	3.13	12.35	2.38	163.0	4.9 BORDEN	621.0	5.56	12.53	5.06	12.18	6.05
3,628	P	**12.08AM**	11.24	3.22	**f 12.45**	2.48	169.4	6.4 BLOOM	614.6	5.47	**12.45**	f 4.57	**12.08**	5.50
4,538	P	12.20	11.30	3.28	f 12.55	2.56	174.4	5.0 CRUZ	609.6	5.41	12.35	f 4.50	12.01AM	5.38
4,506	P	12.30	11.36	3.35	f 1.02	3.04	179.4	5.0 PUMICE	604.6	5.35	12.29	f 4.43	11.53PM	5.25
4,582	PW	12.42	**f 11.43**	3.42	f 1.10	s 3.13	184.6	5.2 DN BLACK ROCK KO	599.4	f 5.28	12.22	f 4.36	s **11.43**	5.12
4,492	P	12.55	11.49	3.48	1.17	3.21	189.3	4.7 MALONE	594.7	5.20	12.16	4.27	11.27	5.00
3,600	P	1.05	11.56PM	3.54	f 1.24	3.28	194.3	5.0 READ	589.7	5.13	12.10	f 4.20	11.21	4.50
4,533	P	1.15	12.03AM	4.00	1.30	3.34	198.9	4.6 ZENDA	585.1	5.07	12.04PM	4.13	11.15	4.40
3,588	P	1.22	12.09	**4.06**	1.35	3.40	203.0	4.1 OPAL	581.0	5.02	11.59AM	**4.06**	11.09	4.30
	PFWTYO	1.40AM	12.20AM	**4.15PM**	1.45PM	3.50AM	207.2	4.2 DN-R **MILFORD** FD	576.8	4.55AM	11.52AM	3.55PM	11.00PM	**4.15PM**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		89.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(4.10)	(2.10)	(2.05)	(2.20)	(2.35)		Time		(2.15)	(2.03)	(2.20)	(2.55)	(3.45)
		21.4	41.1	42.7	38.2	34.5		Average Speed Per Hour		39.6	43.4	38.2	30.5	23.8

Automatic Block Signals

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Westward—FILLMORE BRANCH—Eastward

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		Distance from Delta	STATIONS	Distance from Fillmore
	YWP	0.0	DN **DELTA** AK	32.2
			8.7	
911		8.7	HARDING	23.5
			6.8	
932		15.5	McCORNICK	16.7
			6.2	
1689		21.7	GREENWOOD	10.5
			3.1	
468		24.8	EDWARDS (Spur)	7.4
			2.5	
473		27.3	FLANDRO (Spur)	4.9
			4.9	
1492	YW	32.2	D **FILLMORE** FI	0.0
			32.2	

Westward—DELTA BRANCH—Eastward

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		Distance from Delta	STATIONS	Distance from Lucerne
2,448 4,679	PWY	0.0	DN **DELTA** AK	13.6
			3.3	
776		3.3	STEELE (Spur)	10.3
			1.3	
		4.6	**MOODY**	9.0
			0.6	
629		5.2	ERWIN (Spur)	8.4
			1.5	
1,355		6.7	ABBOTT (Spur)	6.9
			1.7	
1,009		8.4	WILSON (Spur)	5.2
			0.9	
1,003		9.3	GORDON (Spur)	4.3
			2.2	
1,298		11.5	SUGARVILLE (Spur	2.1
			2.1	
	Y	13.6	**LUCERNE**	0.0
			13.6	

Westward—HINCKLEY BRANCH—Eastward

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		STATIONS
		MOODY
		1.5
501		LAMOTO
		1.8
508		**HINCKLEY**
		3.3

SALT LAKE DIVISION

WESTWARD — FOURTH SUBDIVISION — EASTWARD

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 261 Freight Leave Daily	FIRST CLASS 7 Passenger Leave Daily	21 Passenger Leave Daily	103 Passenger Leave Daily	19 Passenger Leave Daily	Distance from Salt Lake City		Distance from Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	8 Passenger Arrive Daily	22 Passenger Arrive Daily	104 Passenger Arrive Daily	SECOND CLASS 262 Freight Arrive Daily
PTYFWO	2.30AM	4.20PM	2.00PM	4.05AM	12.25AM	207.2	DN-R **MILFORD** FD	576.8	4.50AM	11.46AM	3.40PM	10.45PM	3.00PM
5,103 P	2.45	4.28	2.08	4.15	12.34	212.3	5.1 UPTON	571.7	4.40	11.37	3.30	10.35	2.40
4,987 P	2.56	4.35	**2.15**	**4.33**	12.43	217.4	5.1 LAHO	566.6	**4.33**	11.30	3.23	10.27	**2.15**
4,948 PW	3.06	4.41	f 2.22	4.42	12.50	222.4	5.0 THERMO	561.6	4.27	11.24	f 3.17	10.20	1.50
4,593 P	3.20	4.50	f 2.31	4.51	12.59	229.2	6.8 NADA	554.8	4.18	11.15	f 3.08	10.11	1.35
5,105 P	3.29	4.56	2.37	4.57	1.05	233.5	4.3 LATIMER	550.5	4.12	11.09	3.02	10.05	1.25
4,639 P	3.39	5.02	2.43	5.03	1.12	238.2	4.7 KERR	545.8	4.06	11.03	2.56	9.58	1.15
4,160 PFWY	**4.00**	5.12	s **2.50**	5.15AM	s 1.25	242.6	4.4 DN-R **LUND** UN	541.4	s **4.00**	10.57	s **2.50**	9.50PM	1.00
3,624 P	4.15	5.20	3.08		1.35	247.6	5.0 FORD	536.4	3.48	10.50	2.34		12.40
4,762 P	4.25	5.27	f 3.15		1.43	252.5	4.9 ZANE	531.5	3.42	10.44	f 2.28		12.30
3,619 PW	4.36	5.34	f 3.23		1.50	257.3	4.8 D BERYL BY	526.7	3.36	10.38	f 2.22		12.20
3,608 P	4.49	5.41	f 3.30		1.57	262.9	5.6 YALE	521.1	3.29	10.31	2.15		12.10PM
4,563 P	5.02	5.48	3.37		2.04	268.2	5.3 HEIST	515.8	3.22	10.24	2.08		11.59AM
4,353 FWYP	5.30	5.59	f 3.50		2.15	274.2	6.0 DN MODENA NA	509.8	f 3.14	10.16	f 2.00		11.45
3,575 P	5.38	6.06	3.56		2.22	278.1	3.9 TOMAS	505.9	3.04	10.06	1.47		11.25
3,649 P	5.47	6.13	f 4.03		2.28	282.8	4.7 UVADA	501.2	2.58	10.00	f 1.41		11.15
2,510 P	5.59	6.19	4.09		2.34	286.2	3.4 LIEN	497.8	2.53	9.54	1.35		11.05
5,507 PY	6.20	6.29	f 4.20		**2.44**	290.3	4.1 DN CRESTLINE NE	493.7	**2.44**	9.45	f 1.26		10.50
4,746 P	6.30	6.36	f 4.28		2.51	294.7	4.4 BROWN	489.3	2.28	9.37	f 1.17		10.32
3,615 PW	6.41	6.44	f 4.37		2.59	299.4	4.7 ACOMA	484.6	2.19	9.28	f 1.08		10.22
3,588 P	6.54	6.53	f 4.47		3.08	305.4	6.0 BARCLAY	478.6	2.09	9.18	f 12.58		10.10
4,947 PY	7.10	7.00	f 4.55		3.15	308.7	3.3 DN ISLEN SN	475.3	2.02	9.11	f 12.51		10.00
4,454 P	7.35	7.19	f 5.15		3.34	315.6	6.9 MINTO	468.4	1.43	8.52	f 12.32		9.20
4,836 P	7.45	7.27	f 5.23		3.42	319.7	4.1 ECCLES	464.3	1.35	8.45	f 12.24		9.05
PFWYT	8.05AM	7.40PM	5.33PM		3.55AM	324.5	4.8 DN-R **CALIENTE** CS	459.5	1.25AM	8.35AM	12.15PM		8.45AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		117.3		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.35) 21.0	(3.20) 35.2	(3.33) 33.0	(1.10) 30.3	(3.30) 33.5		Time / Average Speed Per Hour		(3.25) 34.3	(3.11) 36.8	(3.25) 34.3	(0.55) 38.6	(6.15) 18.8

Automatic Block Signals

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

WESTWARD — CEDAR CITY BRANCH — EASTWARD

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS 103 Passenger Leave Daily	Distance from Lund		Distance from Cedar City	FIRST CLASS 104 Passenger Arrive Daily
YFWP	5.40AM	0.0	DN-R **LUND** UN	32.5	9.30PM
1,721 P	f 5.59	9.4	9.4 AVON	23.1	f 9.13
3,979 WOYP	s 6.30	21.0	11.6 D IRON SPRINGS GS	11.5	s 8.54
1,227 P	f 6.40	25.2	4.2 HALIVAH	7.3	f 8.44
P	f	30.3	5.1 STOCK YARDS (Spur)	2.2	f
1,440 Loop WP	7.00AM	32.5	2.2 D-R **CEDAR CITY** CD	0.0	8.30PM
	Arrive Daily		32.5		Leave Daily
	(1.20) 24.4		Time / Average Speed Per Hour		(1.00) 32.5

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

WESTWARD — THIRD SUBDIVISION — EASTWARD

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	WESTWARD SECOND CLASS 261 Freight Leave Daily	WESTWARD FIRST CLASS 7 Passenger Leave Daily	WESTWARD FIRST CLASS 21 Passenger Leave Daily	WESTWARD FIRST CLASS 19 Passenger Leave Daily	Distance from Salt Lake City	STATIONS	Distance from First Street Los Angeles	EASTWARD FIRST CLASS 8 Passenger Arrive Daily	EASTWARD FIRST CLASS 22 Passenger Arrive Daily	EASTWARD FIRST CLASS 20 Passenger Arrive Daily	EASTWARD SECOND CLASS 262 Freight Arrive Daily
WFYTP	9.00AM	7.50PM	5.48PM	4.05AM	324.5	DN-R **CALIENTE** CS	459.5	8.25AM	11.59AM	1.15AM	7.45AM
						5.0					
P 4,607	9.15	7.58	f 5.57	4.12	329.5	ETNA	454.5	8.15	f 11.48	1.05	7.20
						5.0					
P 3,607	9.30	8.08	f 6.07	4.22	334.5	STINE	449.5	8.05	f 11.37	12.54	7.05
						4.6					
P 4,889	9.43	8.17	6.17	4.31	339.1	BOYD	444.9	7.55	11.27	12.44	6.45
						6.5					
WP 3,589	10.00	8.30	f 6.31	4.44	345.6	DN ELGIN N	438.4	7.39	f 11.09	12.28	6.20
						4.3					
P 2,735	10.11	8.39	6.41	4.53	349.9	KYLE	434.1	7.30	10.59	12.17	6.05
						5.0					
YP 3,641	**10.47**	8.49	f 6.52	5.03	354.9	LEITH	429.1	7.20	f **10.47**	12.07AM	5.50
						5.1					
P 2,617	11.00	8.56	6.59	5.10	360.0	CLOUD	424.0	7.12	10.39	11.59PM	5.35
						4.9					
WFP 3,418 2,476	11.12	9.03	f 7.06	**5.16**	364.9	DN CARP CA	419.1	7.04	f 10.30	11.52	**5.16**
						5.6					
P 4,792	11.26	9.14	7.18	5.27	370.5	VIGO	413.5	6.48	10.16	11.40	4.35
						5.0					
P 3,623	11.39	9.24	f 7.29	5.37	375.5	GALT	408.5	6.38	f 10.06	11.30	4.20
						5.6					
P 2,690	11.53AM	9.34	f 7.40	5.47	381.1	HOYA	402.9	6.28	f 9.55	11.20	4.05
						5.0					
WP 3,812	12.15PM	9.42	f 7.49	5.55	386.1	D ROX RV	397.9	6.20	f 9.45	11.11	3.53
						4.5					
P 4,727	12.27	9.50	7.58	**6.12**	390.6	FARRIER	393.4	**6.12**	9.37	11.03	3.37
						5.3					
P 2,674	12.38	9.57	f 8.05	6.23	395.9	ACTON	388.1	6.05	f 9.29	10.55	3.24
						5.0					
WYP 5,807	12.50	10.04	f 8.14	f 6.32	400.9	DN **MOAPA** MA	383.1	5.58	f 9.21	f 10.48	3.10
						5.0					
P 2,612	1.03	10.11	f 8.24	6.39	405.9	BYRON	378.1	5.52	f 9.15	10.40	2.53
						4.6					
P 4,666	1.15	10.18	8.31	6.46	410.5	UTE	373.5	5.46	9.09	10.33	2.43
						4.9					
P 2,681	1.28	**10.26**	f 8.38	6.52	415.4	CRYSTAL	368.6	5.40	f 9.03	**10.26**	2.33
						5.6					
WP 3,553	1.43	10.33	f 8.46	f 6.59	421.0	DN DRY LAKE DX	363.0	5.33	f 8.56	10.18	2.20
						5.5					
P 2,702	1.58	10.41	f 8.53	7.06	426.5	GARNET	357.5	5.26	f 8.49	10.10	2.05
						5.5					
P 4,525	2.16	10.49	9.04	7.13	432.0	APEX	352.0	5.19	8.40	10.03	1.50
						5.0					
P 2,698	2.26	10.55	f 9.12	7.20	437.0	DIKE	347.0	5.09	f 8.31	9.54	1.30
						2.4					
P 932					439.4	LOVELL	344.6				
						2.2					
P 3,647	2.36	11.01	9.18	7.26	441.6	VALLEY	342.4	5.02	8.24	9.47	1.15
						3.7					
P 5,045	2.45	11.06	f 9.25	7.38	445.3	WANN	338.7	4.57	f 8.18	9.42	1.05
						4.5					
WFYTOP	3.00PM	11.15PM	**9.35PM**	7.50AM	449.8	DN-R **LAS VEGAS** VG	334.2	4.50AM	8.10AM	**9.35PM**	12.45AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		125.3		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(6.00) 20.9	(3.25) 36.7	(3.47) 33.1	(3.45) 33.4		Time / Average Speed per hour		(3.35) 35.0	(3.49) 32.8	(3.40) 34.2	(7.00) 19.5

Automatic Block Signals

Mountain Time

Westward—ST. THOMAS BRANCH—Eastward

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 151 Leave Daily Ex. Sunday	Distance from Moapa	STATIONS	Distance from St. Thomas	SECOND CLASS 150 Arrive Daily Ex. Sunday
WY 7,796	9.00PM	0.0	DN-R **MOAPA** MA	21.3	7.00PM
			5.1		
642	f 9.28	5.1	NARROWS	16.2	f 6.32
			3.7		
230	f 9.50	8.8	PUEBLO	12.5	f 6.10
			1.4		
534	f 9.57	10.2	LOGANDALE	11.1	f 6.03
			2.6		
253	f 10.14	12.8	TOKIO	8.5	f 5.46
			2.0		
612	f 10.25	14.8	OVERTON	6.5	f 5.35
			6.5		
Y 642	11.00PM	21.3	R **ST. THOMAS**	0.0	5.00PM
	Arrive Daily Ex. Sunday		21.3		Leave Daily Ex. Sunday
	(2.00) 10.7		Time / Average Speed per hour		(2.00) 10.7

Mountain Time

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Westward—BOULDER CITY BRANCH—Eastward

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS 121 Motor Leave Daily	FIRST CLASS 119 Motor Leave Daily	Distance from Boulder Jct.	STATIONS	Distance from Boulder City	FIRST CLASS 120 Motor Arrive Daily	FIRST CLASS 122 Motor Arrive Daily
PY	2.37PM	7.47AM	0.0	R **BOULDER JCT.**	22.4	11.43AM	4.43PM
				9.8			
P	f 3.00	f 8.10	9.8	ROYSON	12.6	f 11.20	f 4.20
				12.6			
FPWY	3.35PM	8.45AM	22.4	D-R **BOULDER CITY** BC	0.0	10.45AM	3.45PM
	Arrive Daily	Arrive Daily		22.4		Leave Daily	Leave Daily
	(0.57) 23.6	(0.57) 23.6		Time / Average Speed per hour		(0.57) 23.6	(0.57) 23.6

Pacific Time

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Exceptions—No. 119 is superior to No. 120, and No. 121 is superior to No. 122 on Boulder City branch.

SALT LAKE DIVISION — WESTWARD — SECOND SUBDIVISION — EASTWARD

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 261 Freight Leave Daily	SECOND CLASS 259 Freight Leave Daily	FIRST CLASS 7 Passenger Leave Daily	FIRST CLASS 21 Passenger Leave Daily	FIRST CLASS 121 Motor Leave Daily	FIRST CLASS 119 Motor Leave Daily	FIRST CLASS 19 Passenger Leave Daily	Distance from Salt Lake City		STATIONS		Distance from First Street Los Angeles	FIRST CLASS 22 Passenger Arrive Daily	FIRST CLASS 120 Motor Arrive Daily	FIRST CLASS 122 Motor Arrive Daily	FIRST CLASS 20 Passenger Arrive Daily	FIRST CLASS 8 Passenger Arrive Daily	SECOND CLASS 262 Freight Arrive Daily
	WFTYOP	5.00PM	3.00AM	10.25PM	8.50PM	2.20PM	7.30AM	7.05AM	449.8				334.2	6.52AM	12.01PM	5.00PM	8.20PM	3.40AM	10.15PM
4,707	P	5.15	**3.32**	10.34	9.00	2.31	7.41	f 7.15	454.7				329.3	6.42	11.49AM	4.49	f 8.10	**3.32**	9.53
		5.22	3.40	10.38	9.04	2.35PM	7.45AM	7.19	457.0	R	**BOULDER JCT.**		327.0	6.39	11.45AM	4.45PM	8.06	3.29	9.45
2,656	P	5.30	3.50	10.43	9.10			7.23	459.4		2.4 PIERCE		324.6	6.35			8.03	3.26	9.36
3,325	WP	5.40	4.10	10.47	9.15			f 7.28	461.5	DN	2.1 ARDEN	A	322.5	6.31			f 7.58	3.22	9.30
2,659	P	5.50	4.20	10.51	**9.19**			f 7.33	463.7		2.2 BARD		320.3	6.27			f 7.53	3.19	**9.19**
3,819	P	6.15	4.40	11.01	9.29			f 7.43	469.0	D	5.3 SLOAN	SX	315.0	6.19			7.43	3.11	8.50
4,688	P	6.40	5.00	11.11	9.40			f 7.54	474.7	N	5.7 ERIE	XY	309.3	6.09			f 7.33	3.02	8.35
2,599	P	6.50	5.10	11.16	9.45			7.59	478.3		3.6 SUTOR		305.7	6.03			7.27	2.57	8.25
3,304	P	**7.20**	5.20	11.22	9.51			f 8.05	482.9	D	4.6 JEAN	JE	301.1	5.57			f **7.20**	2.51	8.15
4,811	P	7.35	**5.51**	11.28	9.57			8.11	487.7		4.8 BORAX		296.3	**5.51**			7.13	2.45	8.05
3,357	P	**7.50**	6.00	11.34	10.03			f 8.17	492.3		4.6 ROACH		291.7	5.45			f 7.07	2.39	**7.50**
4,784	P	8.10	6.10	11.40	10.09			8.25	496.8		4.5 CALADA		287.2	5.39			7.00	2.33	7.40
3,761	WFP	8.30	6.30	11.46	10.16			f 8.31	501.5	DN	4.7 DESERT	NS	282.5	5.33			f 6.53	2.27	7.25
4,641	P	8.50	6.45	11.53PM	f 10.26			f 8.39	506.5	D	5.0 NIPTON	Ch	277.5	5.26			f 6.46	2.21	7.10
4,735	P	9.10	7.05	12.02AM	10.36			f 8.48	511.9		5.4 MOORE		272.1	5.19			f **6.39**	2.14	**6.39**
4,727	WP	9.30	7.25	12.15	10.50			f 9.00	516.5	D	4.6 IVANPAH	KS	267.5	5.13			6.32	2.08	6.05
4,691	P	9.45	7.40	12.24	11.00			f 9.10	521.1		4.6 BRANT		262.9	5.07			f 6.25	2.02	5.55
4,719	P	10.05	7.55	12.33	11.10			9.18	526.0		4.9 JOSHUA		258.0	5.01			6.19	1.56	5.45
2,388 / 4,601	YP	10.30	8.10	s 12.41	s 11.19			s 9.26	529.8	DN	3.8 CIMA	G	254.2	4.54			f 6.13	1.51	5.35
4,376	WP	10.55	8.35	12.49	11.27			9.34	533.8		4.0 CHASE		250.2	4.44			6.01	1.41	5.15
4,236	P	11.05	8.45	12.55	11.33			f 9.40	536.9		3.1 ELORA		247.1	4.35			f 5.52	1.33	5.00
4,236	P	**11.41**	9.10	1.03	**11.41**			9.48	540.6		3.7 DAWES		243.4	4.25			5.42	1.24	4.40
4,256	P	11.55PM	9.25	**1.14**	11.50PM			f 9.57	544.9		4.3 HAYDEN		239.1	4.15			f 5.32	**1.14**	4.25
6,780 / 3,521	WFYP	12.25AM	10.00	s 1.27	s 12.05AM			s 10.15	548.5	DN-R	3.6 KELSO	FQ	235.5	s 4.03			s 5.20	s 1.03	4.05
5,339	P	**12.48**	**10.22**	1.34	12.12			f **10.22**	553.4		4.9 FLYNN		230.6	3.46			f 5.05	**12.48**	3.30
4,954	P	1.00	10.40	1.40	12.18			10.29	558.1		4.7 KERENS		225.9	3.39			4.57	12.41	3.10
4,355	P	1.10	10.50	1.46	**12.34**			f 10.35	562.1		4.0 GLASGOW		221.9	3.32			f 4.50	**12.34**	2.55
4,635	WP	1.20	11.15	1.53	12.44			10.42	566.4		4.3 SANDS		217.6	3 24			4.42	12.27	2.40
4,796	P	1.35	11.30	2.00	12.52			f 10.50	572.1		5.7 BALCH		211.9	3.16			f 4.34	12.20	2.25
2,602	P	**2.07**	11.45	**2.07**	12.59			10.58	577.2		5.1 CORK		206.8	3.09			4.26	12.13	2.10
4,670	IP	2.20	11.55AM	2.11	f 1.04			11.02	579.7	DN	2.5 CRUCERO T. & T. Crossing	CR	204.3	f 3.04			4.23	12.10	2.00
2,661	P	2.27	12.05PM	2.15	1.09			f 11.06	582.1		2.4 KING		201.9	2.59			f 4.20	12.07	1.50
4,788	P	**2.52**	12.20	2.22	1.16			f 11.14	587.1		5.0 BAXTER		196.9	**2.52**			f 4.14	12.01AM	1.40
2,497	P	3.20	12.35	2.29	1.24			f 11.21	592.5	N	5.4 AFTON	FN	191.5	2.45			f 4.07	11.54PM	1.30
4,753	P	3.40	12.50	**2.36**	1.31			11.29	596.7		4.2 DUNN		187.3	**2.36**			4.01	11.48	1.15
4,763	P	4.05	**1.05**	2.42	1.39			f 11.36	601.6		4.9 FIELD		182.4	2.24			f 3.55	11.42	**1.05**
3,025	P	4.20	1.20	2.48	1.46			11.44	606.2		4.6 MANIX		177.8	2.18			3.49	11.36	12.50
5,002	WP	4.30	1.30	2.54	1.52			f 11.51	610.7		4.5 HARVARD		173.3	2.10			f 3.43	11.30	12.40
3,189	P	4.40	1.40	3.00	**2.02**			11.59AM	615.7		5.0 TOOMEY		168.3	**2.02**			3.37	11.24	12.30
	WFTYP	5.00AM	2.00PM	3.10AM	2.15AM			**12.10PM**	620.8	DN-R	5.1 **YERMO**	BN	163.2	1.48AM			3.30PM	11.17PM	**12.10PM**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			171.0			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(12.00) 14.3	(11.00) 15.5	(4.45) 36.0	(5.25) 31.6	(0.15) 28.8	(0.15) 28.8	(5.05) 33.6			Time / Average Speed per hour			(5.04) 33.8	(0.16) 28.3	(0.15) 28.8	(4.50) 35.4	(4.23) 39.0	(10.05) 17.0

Automatic Block Signals

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Jurisdiction of Salt Lake Division extends to Daggett; trains will be governed by Los Angeles Division time-table and rules between these points.

Time-Table No. 84
May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 261 Freight Leave Daily	FIRST CLASS 19 Passenger Leave Daily	7 Passenger Leave Daily	21 Passenger Leave Daily	Distance from Salt Lake City		STATIONS		Distance from First Street Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	8 Passenger Arrive Daily	22 Passenger Arrive Daily	SECOND CLASS 262 Freight Arrive Daily
	WFTYP		12.20PM	3.20AM	2.25AM	620.8	Automatic Blk. Signals	DN-R YERMO	BN	163.2	3.20PM	11.10PM	1.38AM	
			12.35PM	3.30AM	2.35AM	625.4		DN-R DAGGETT	H	158.6	3.10PM	11.03PM	1.28AM	
			1.00	3.50	3.00	634.2		8.8 BARSTOW	BA	149.8	2.55	10.50	1.15AM	
		2.00PM	3.20	6.20	5.45	715.3		81.1 SAN BERNARDINO	B	67.3	12.25	8.15	10.45PM	3.30AM
		2.20	3.28	6.28	5.55	719.0		3.7 COLTON		64.3	12.07PM	7.57	10.26	3.00
								6.1 S. P. and A. T. & S. F. Crossings						
	I	2.40PM	3.40PM	6.40AM	6.10AM	725.1		0.0 RIVERSIDE JCT.	D. Track	58.2	11.57AM	7.47PM	10.17PM	2.05AM
	WP	2.50	s 3.45	s 6.45	s 6.15	725.8		0.7 DN-R RIVERSIDE VN	D. Track	57.5	s 11.55	s 7.45	s 10.15	2.00
1,443	IP	3.00	3.50	6.50	6.21	728.1		2.3 MAGNOLIA AVE P. E. Crossing		55.2	11.45	7.38	10.08	1.50
2,232	P	3.05	3.53	6.53	6.25	729.5		1.4 STREETER		53.8	11.43	7.36	10.06	1.45
3,158	P	3.15	f 3.59	6.59	6.31	733.5		4.0 PEDLEY		49.8	f 11.37	7.31	10.01	1.35
3,828	YP	3.20	4.02	7.02	6.34	735.0		1.5 BLY		48.3	11.34	7.29	9.59	1.30
2,130	P	3.27	f 4.06	7.06	6.39	737.7		2.7 D MIRA LOMA	V	45.6	f 11.30	7.25	9.55	1.25
1,986	P	3.35	4.11	7.11	6.46	741.6		3.9 COLLINS		41.7	11.25	7.20	9.50	1.15
						745.2		3.6 S. P. CROSSING		38.1				
3,464	WP	3.50	f 4.17	7.17	f 6.52	745.5		0.3 DN ONTARIO	ON	37.8	s 11.19	7.15	s 9.45	1.00
						745.6		0.1 S. P. CROSSING		37.7				
3,024	P	4.00	4.21	7.21	6.56	747.8		2.2 SUNSWEET		35.5	11.14	7.11	9.40	12.45
3,544	IP	**4.24**	**4.24**	7.24	7.00	750.3		2.5 DN WO TOWER S. P. Crossing	WO	33.0	11.10	7.08	9.37	12.40
2,520	WP	4.31	f 4.26	7.26	f 7.02	751.3		1.0 D POMONA	PO	32.0	s 11.08	7.06	s 9.35	12.35
4,870	P	4.40	4.31	7.31	7.07	754.4		3.1 SPADRA		28.9	10.58	7.01	9.26	12.25
2,273	P	4.50	f 4.37	7.37	7.13	758.9		4.5 D WALNUT	WA	24.4	f 10.52	6.55	9.20	12.15
2,945	P	5.00	f 4.43	7.43	7.19	763.4		4.5 N ROWLAND	RO	19.9	f 10.46	6.49	9.14	12.06
5,217	WP	5.10	4.47	7.47	7.24	766.3		2.9 D HILLGROVE	BG	17.0	10.42	6.45	9.10	12.01AM
2,654	P	5.20	4.52	7.52	7.29	769.6		3.3 CLAYTON		13.7	10.38	6.41	9.06	11.54PM
	P	5.30	4.56	7.56	7.33	772.4		2.8 WHITTIER JCT.		10.9	10.34	6.37	9.02	11.48
2,606	P	5.35	f 4.58	7.58	f 7.35	773.0		0.6 D PICO	K	10.3	f 10.32	6.35	9.00	11.45
4,687	P	5.42	5.01	8.01	f 7.39	774.8		1.8 D MONTEBELLO	MK	8.5	f 10.29	6.32	8.57	11.40
			s 5.06	s 8.06	s 7.45	777.6		2.8 EAST LOS ANGELES		5.7	s 10.25	s 6.28	s 8.53	
	WFTYOP	6.00PM	5.09	8.09	7.49	778.9		1.3 DN-R EAST YARD	YD	4.4	10.20	6.24	8.50	11.30PM
	P		5.12	8.12	7.54	780.5		1.6 R DOWNEY ROAD	Double Track	2.8	10.16	6.21	8.46	
						780.9		0.4 BUTTE ST. JCT.	Double Track		10.15	6.20	8.45	
	P		5.14	8.14	7.57	781.4	Staff	0.5 R BRIDGE JCT.	Double Track		10.14	6.19	8.44	
	IP		5.15	8.15	7.59	781.5	Staff	0.1 REDONDO TOWER A. T. & S. F. Crossing			10.13	6.18	8.43	
	P		5.17	8.17	8.02	781.8	Staff	0.3 R SANTA FE AVE S. P. Tfr.			10.12	6.17	8.42	
	P		5.20PM	8.20AM	8.05AM	782.4	Staff	0.6 R WASHN. ST. JCT.			10.10AM	6.15PM	8.40PM	
	P		5.30PM	8.30AM	8.15AM	783.9	Staff	1.5 DN-R LOS ANGELES Central Station	NG		10.00AM	6.05PM	8.30PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			W 163.1 E 163.8			Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(4.00) 16.0	(5.10) 31.6	(5.10) 31.6	(5.50) 28.0			Time / Average speed per hour			(5.20) 30.7	(5.05) 32.2	(5.08) 31.9	(4.00) 16.0

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Exceptions: Westward trains are superior to trains of the same class in the opposite direction between Bridge Junction and Washington St. Junction.

Time shown between Daggett and Riverside Jct. and at Central Station is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct., and by S. P. R. R. time-table and rules while using their tracks between Washington St. Jct. and Central Station.

Jurisdiction of Salt Lake Division extends from Yermo to Daggett; all trains are governed by Los Angeles Division time-table and rules between these points.

Westward—SAN PEDRO BRANCH—Eastward

Time-Table No. 84, May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from Downey Road		STATIONS		Distance from E. San Pedro
			0.0	R	**DOWNEY ROAD**		24.3
					0.3		
I-Tfr	P		0.3	DN	HOBART A. T. and S. F. Crossing	J	24.0
					1.1		
3,033	PW		1.4		FRUITLAND		22.9
					1.1		
827	P		2.5	D	BELL	BL	21.8
					2.1		
	PI		4.6		SOUTH GATE S. P. Crossing		19.7
					2.0		
717			6.6		WORKMAN		17.7
					0.6		
267	Spur		7.2		COUNTY FARM		17.1
					1.8		
3,023	P		9.0		CLEARWATER		15.3
					0.7		
	WP		9.7	D	HYNES	HY	14.6
					1.8		
3,709	P		11.5	D	RIOCO	RI	12.8
					2.2		
3,495	P		13.7		BIXBY		10.6
					2.4		
1,122	P		16.1		BURNETT		8.2
					2.2		
			18.3		LONG BEACH, FIRST STREET		6.0
					0.7		
			19.0		LONG BEACH, PINE AVE.		5.3
					0.3		
			19.3		LONG BEACH, VIRGINIA HOTEL		5.0
					0.8		
Tfr	P		20.1	D	LONG BEACH, PICO AVE.	MS	4.2
					0.7		
Draw-bridge	IP		20.8	DN	SEASIDE DRAWBRIDGE	BD	3.5
					0.2		
2,126	P		21.0		WEST LONG BEACH		3.3
					2.6		
	PWTY		23.6		TERMINAL ISLD.		0.7
					0.7		
	P		24.3	DR	**EAST SAN PEDRO**	SR	0.0
					24.3		

Trains and engines are governed by Harbor Belt Line Railroad rules between East San Pedro and M. P. 21.9 (1.7 miles east of Terminal Island).

Westward—PASADENA BRANCH—Eastward

Time-Table No. 84, May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from Pasadena		STATIONS		Distance from Bridge Jct.	
1,063	T		0.0	D	**PASADENA**	AD	12.0	
					0.8			
			0.8		CALIFORNIA ST.		11.2	
					0.7			
386	Spur		1.5		RAYMOND		10.5	
					3.0			
			4.5		HIGHLAND PARK A. T. and S. F. Crossing		7.5	
					1.5			
521			6.0		SIGNAL		6.0	
					1.2			
392	Spur		7.2		**ROCK JCT.**		4.8	
					1.7			
	I		8.9		**ALHAMBRA AVE.** S. P. Transfer	D. Track	3.1	
					0.5			
			9.4		MACY ST.	D. Track	2.6	
					0.2			
			9.6		ALISO ST.	D. Track	2.4	
					1.9			
			11.5		**NINTH ST. JCT.**	D. Track	0.5	
					0.5			
	P		12.0	R	**BRIDGE JCT.**		0.0	
					12.0			

Switch at Rock Junction must be left set for Pasadena Branch.

Westward—ANAHEIM BRANCH—Eastward

Time-Table No. 84, May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from Anaheim		STATIONS		Distance from Whittier Jct.	
2,304	WT		0.0	D	**ANAHEIM**	MN	20.0	
					2.7			
716			2.7	D	FULLERTON	RN	17.3	
					1.8			
	I		4.5		A. T. & S. F. CROSSING		15.5	
					1.7			
473			6.2		BASTANCHURY JCT.		13.8	
					1.8			
1,223			8.0		VIEJO		12.0	
					1.4			
	I		9.4		PAC. ELEC. CROSSING		10.6	
					0.9			
996			10.3	D	LA HABRA	HA	9.7	
					7.4			
1,037			17.7	D	WHITTIER	WR	2.3	
					2.3			
	P		20.0		**WHITTIER JCT.**		0.0	
					20.0			

Westward—RIALTO BRANCH—Eastward

Time-Table No. 84, May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from End of Track		STATIONS		Distance from Riverside Jct.	
			0.0		**END OF TRACK**		9.7	
					0.7			
			0.7		RIALTO A. T. and S. F. Crossing		9.0	
					0.5			
1,361	P		1.2		POOLE		8.5	
					2.2			
333	Spur P		3.4		BLOOMINGTON S. P. Crossing		6.3	
					2.8			
	WFP		6.2	D	CRESTMORE	CM	3.5	
					0.2			
			6.4		R. P. CEMENT CO. R. R. CROSSING		3.3	
					0.4			
			6.8		RANURA		2.9	
					0.7			
174			7.5		ALVARADO		2.2	
					0.7			
			8.2		EL RIO		1.5	
					0.2			
926	Spur P		8.4		ALAMO		1.3	
					0.3			
			8.7		FAIRMONT PARK		1.0	
					0.2			
122	P		8.9		HANCOCK		0.8	
					0.5			
	P		9.4		S. P. INTERCHANGE		0.3	
					0.3			
	I		9.7		**RIVERSIDE JCT.**		0.0	
					9.7			

This Branch shown for information only.
Trains and engines are governed by Pacific Electric Ry. time-table and rules.

Westward—GLENDALE BRANCH—Eastward

Time-Table No. 84, May 3, 1931

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from Rossmoyne		STATIONS		Distance from Rock Jct.	
			0.0		**ROSSMOYNE**		6.2	
					0.8			
313			0.8		GLENDALE		5.4	
					1.8			
97			2.6		FOREST LAWN		3.6	
					3.6			
392			6.2		A. T. and S. F. Crossing **ROCK JCT.**		0.0	
					6.2			

Eastward trains are superior to trains of the same class in the opposite direction.—See rule 72.

Westward—EUREKA BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS 507 Passenger Leave Daily	FIRST CLASS 501 Passenger Leave Daily	Distance from Tintic	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Eureka	FIRST CLASS 502 Passenger Arrive Daily	FIRST CLASS 506 Passenger Arrive Daily	FIRST CLASS 510 Passenger Arrive Daily
POWFY		10.25AM	0.0	DN-R **TINTIC** U	3.6			1.48PM
				0.8				
	11.38AM		0.8	TINTIC WYE	2.8		11.21AM	
				0.8				
	11.42	10.33	1.6	**MAMMOTH JCT.**	2.0	10.58AM	11.17AM	1.40
				2.0				
295	11.52AM	10.43AM	3.6	D **EUREKA** RK	0.0	10.48AM		1.30PM
	Arrive Daily	Arrive Daily		3.6		Leave Daily	Leave Daily	Leave Daily
	(0.14)	(0.18)		Time		(0.10)	(0.04)	(0.18)
	12.0	12.0		Average Speed Per Hour		12.0	12.0	12.0

Westward—SILVER CITY BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS 505 Passenger Leave Daily	Distance from Tintic	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Silver City	FIRST CLASS 508 Passenger Arrive Daily
POWFY		0.0	DN-R **TINTIC** U	2.4	
			0.8		
	11.21AM	0.8	TINTIC WYE	1.6	11.38AM
			1.6		
	11.29AM	2.4	**SILVER CITY**	0.0	11.30AM
	Arrive Daily		2.4		Leave Daily
	(0.08)		Time		(0.08)
	12.0		Average Speed Per Hour		12.0

Westward—MAMMOTH BRANCH—Eastward

L. A. & S. L. FIRST CLASS 503 Passenger Leave Daily	Distance from Mammoth Junc.	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Mammoth	L. A. & S. L. FIRST CLASS 504 Passenger Arrive Daily
10.58AM	0.0	**MAMMOTH JCT.**	1.6	11.17AM
		0.8		
11.01AM	0.8	L. A. & S. L. & D. & R. G. W. CROSSING	0.8	11.14AM
		0.8		
11.06AM	1.6	D **MAMMOTH** MO	0.0	11.09AM
Arrive Daily		1.6		Leave Daily
(0.08)		Time		(0.08)
12.0		Average Speed Per Hour		12.0

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

EXCEPTIONS—No. 501 is superior to No. 502 No. 507 is superior to No. 510 No. 505 is superior to No. 508
No. 503 is superior to No. 504, Mammoth Jct. to D. & R. G. W. Crossing only.

Time shown at L. A. & S. L. and D. & R. G. W. crossing and Mammoth is for information only.
Trains are governed by D. & R. G. W. R. R. time-table between L. A. & S. L. and D. & R. G. W. crossing and Mammoth.

SPECIAL INSTRUCTIONS governing use of Joint track between L. A. & S. L. and D. & R. G. W. crossing and Mammoth:
Trains going toward Mammoth are superior to trains of the same class coming from Mammoth.
Regular trains twenty (20) minutes or more late, or trains not on joint time table, can proceed only under flag protection. Switching must not be done at Mammoth within five (5) minutes of the arriving time of any train. Switching must not be done, or cars left standing on main track without engine attached.

Westward—FAIRFIELD BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		Distance from Cutler	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Topliff	
3,503 PFWY		0.0	D **CUTLER** JN	29.3	
			1.9		
		1.9	S. L. & U. CROSSING	27.4	
			0.7		
		2.6	ROBERTS (Spur)	26.7	
			2.3		
		4.9	CLINTON	24.4	
			7.8		
453		12.7	DAHL (Spur)	16.6	
			2.5		
W		15.2	CEDAR FORT	14.1	
			2.2		
450		17.4	FLOYD (Spur)	11.9	
			2.9		
1,160		20.3	FAIRFIELD	9.0	
			3.3		
845		23.6	5 MILE PASS	5.7	
			5.7		
2,024 PYW		29.3	**TOPLIFF**	0.0	
			29.3		

Westward—FRISCO BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 301 Mixed Leave Wednesdays	Distance from Milford	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Newhouse	SECOND CLASS 302 Mixed Arrive Wednesdays
POWFTY	8.00AM	0.0	DN-R **MILFORD** FD	23.5	11.10AM
			2.0		
357		2.0	MOSCOW (Spur)	21.5	
			4.2		
6,130	f 8.30	6.2	HICKORY (Spur)	17.3	f 10.40
			3.7		
621	f 8.50	9.9	SOLUS	13.6	f 10.20
			7.0		
388	9.25AM	16.9	**FRISCO**	6.6	9.45AM
			6.6		
331 Y		23.5	**NEWHOUSE**	0.0	
	Arrive Wednesdays		23.5		Leave Wednesdays
	(1.25)		Time		(1.25)
	11.9		Average Speed Per Hour		11.9

Westward—PIOCHE BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 401 Mixed Leave Daily Ex. Sunday	Distance from Caliente	Time-Table No. 84 May 3, 1931 STATIONS	Distance from Pioche	SECOND CLASS 402 Mixed Arrive Daily Ex. Sunday
PWFTY	7.30AM	0.0	DN-R **CALIENTE** CS	32.7	2.00PM
			6.0		
	f	6.0	PECK	26.7	f
			5.9		
109	f	11.9	COMET (Spur)	20.8	f
			2.6		
1,492	s 8.43	14.5	PANACA	18.2	s 12.47
			5.9		
W		20.4	WATER TANK	12.3	
			1.0		
1,051	s 9.18	21.4	DELMUES	11.3	s 12.12PM
			11.3		
737 WY	10.15AM	32.7	D **PIOCHE** RM	0.0	11.15AM
	Arrive Daily Ex. Sunday		32.7		Leave Daily Ex. Sunday
	(2.45)		Time		(2.45)
	11.9		Average Speed Per Hour		11.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

EXCEPTIONS—No. 301 is superior to No. 302
No. 401 is superior to No. 402

SPECIAL RULES

2 (R). Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE...CHICAGO
R. V. Owens, General Supervisor of Time Service...Omaha
Salt Lake City .....Hubbard-Denn Company
Provo .....G. H. Heindselman
Lehi .....E. N. Webb
Eureka .....John Morley & Son
Cedar City .....Gordon Jewelry Co.
Milford .....Gordon Jewelry Co.
Las Vegas .....M. W. Davis
Victorville .....C. H. Howe
San Bernardino .....Chas. M. Hanf, 473 Third St.
Riverside .....Frank S. Fisher, 886 Main St.
San Pedro .....A. J. Bryngelson, 261 W. 6th St.
Long Beach .....C. C. Lewis Jewelry Co., 120 Pine Ave.
Pasadena.....J. Herbert Hall Company
Huntington Park ....James Podmore, 213 So. Pacific Blvd.
Las Angeles.....I. B. Blake, 1238 E. 7th St.
Los Angeles.....Hal B. Smith, 3720 Whittier Blvd.
Los Angeles.....J. McAuliffe, 1972 E. First St.
Los Angeles .....G. D. Davidson, 445 So. Spring St.

3 (R). Standard clocks are located as shown below:

North Yard .....Telegraph Office
North Yard .....Engine Dispatcher's Office
Salt Lake City .....Union Depot Telegraph Office
Salt Lake City .....Dispatcher's Office
Cedar City .....Telegraph Office
Provo .....Joint Yard Telegraph Office
Provo .....Local Freight Office
Cutler .....Telegraph Office
Sandy .....Telegraph Office
Tintic .....Telegraph Office
Lynndyl .....Telegraph Office
Milford .....Telegraph Office
Lund .....Telegraph Office
Caliente .....Telegraph Office
Las Vegas .....Dispatcher's Office
Las Vegas .....Round House
Las Vegas .....Engineer's Locker Room
Las Vegas .....Telegraph Office
Cima .....Telegraph Office
Kelso .....Telegraph Office
Yermo .....Telegraph Office
Riverside ..... Telegraph Office
East San Pedro ..... Telegraph Office
East Yard ..... Round House
East Yard ..... Telegraph Office
Los Angeles ..... Dispatcher's Office
Los Angeles .....Central Station Locker Room
Los Angees .....Central Station, S. P. Clock

4 (R). Time-table and rules of the Oregon Short Line Railroad will govern all trains within joint yard limits Salt Lake City.

5 (R). Time of trains shown at East Yard applies at Viaduct located at M. P. 4.4 (no siding).

When trains meet at East Yard, either on time-table or train order authority, the westward train, unless otherwise directed, will leave the main track at Telegraph Road located at M. P. 5.6.

9 (R). Lights will not be kept burning at night on switch stands on the St. Thomas, Pioche, Frisco, Fillmore, Delta, Hinckley, Eureka, Mammoth, Silver City, and Fairfield branches. On those branches trains must approach all facing point switches prepared to stop and must know that switches are in proper position before passing over them.

10 (H). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

10 (R). By day and by night, a red, yellow or green light is displayed on color light block signals. See rule 526 (A).

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
21	Warner, St. John.	Points west of Tintic at which train is scheduled to stop.
8	Pico, Pomona, Ontario.	Cheyenne and points east.
22	Pico.	Salt Lake and local points east at which train is scheduled to stop.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
22	St. John, Warner.	West of Tintic.
7	Colton, passengers destined S. P. points only.	Salt Lake and points east.
7	Ontario, Pomona and Pico.	Cheyenne and points east.
19	Any point in California.	Salt Lake and points east.
21	Any point in California.	Salt Lake and points east.

30 (R). Within the corporate limits of towns and cities named below, the engine bell must be rung continuously while the train or engine is moving:

Long Beach — Ontario
Pomona — Los Angeles

82 (R). Unless otherwise directed, extra passenger trains will use passenger line and other extra trains will use freight line between Salt Lake City and Buena Vista.

82 (S). Freight line at Buena Vista ends at the switch of the east crossover which leads from the siding to the passenger line.

83 (R). Trains are not required to receive clearance card "form 2643" at initial stations which are not train order offices.

When a clearance card is received at the following stations by the only section of train named, it will confer the same authority as when received at their initial stations:

Salt Lake City—by 6th Subdivision westward trains;
Daggett—by eastward trains;
Riverside—by westward trains;
Central Station—by eastward trains.

Clearance card "form 2643" must be received as follows:

Kelso—by all trains;
Daggett—by all eastward trains.
Riverside—by all westward trains.

83 (S). Nos. 63-64-501 and 510 only will register at Tintic.

Nos. 61-62-65-66-69 and 70 only will register at Wye.

Nos. 103 and 104 and Cedar City branch trains only will register at Lund.

Nos. 119, 120, 121, 122 and Boulder City branch trains only will register at Boulder Jct.

First class trains are not required to register at East Yard. Information called for by Rule 83 (B) will be obtained from Train Dispatcher by Operator who will enter it on register.

Trains will register by ticket "form 2642" as follows:

At Sandy—No. 19 and No. 20;
At Daggett—all trains;
At Downey Road—all first class trains;
At Bridge Jct.—all first class trains;
At Santa Fe Ave.—all S. P. extra trains;
At Santa Fe Ave.—all first class trains;
At Washington St. Jct.—all first class trains.

90 (R). Passenger trains, when meeting at Milford, will use the siding which extends from the first cross-over east of the standpipe to the west switch, unless otherwise directed by train order.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

North Yard	Cima	Sandy	Eureka Branch, Silver City Branch, including Tintic Wye and Mammoth Branch, between Mammoth Junction and D. & R. G. W. crossing will be operated under yard limit rules.
Salt Lake City	Kelso	Cutler	
Garfield	Yermo	Provo	
Stockton	Riverside	Nephi	
Lynndyl	Ontario	Topliff	
Delta	Pomona	Fillmore	
Milford	Pico	Iron Springs	
Lund	Los Angeles	Cedar City	
Modena	East San Pedro	Pioche	
Crestline	Crestmore		
Caliente	Whittier Jct. (For Anaheim Branch.)		
Las Vegas			

Los Angeles yard limits include Glendale and Pasadena Branches.

93 (S). Rules 509 (R) and 511 (B) govern movement of trains and engines on the single track between 210 feet west of Macy Street and 70 feet east of Macy Street, Los Angeles.

96 (R). Signals will not be taken down at Downey Road, Bridge Junction or Santa Fe Avenue.

98 (R). The Utah State law governing movement of trains over railroad crossings at grade is as follows:

"All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding 400 feet from the crossing, 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; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

The Utah State law governing the use of locomotive whistle and bell is as follows:

"Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than eighty rods from any street, road or highway crossing until such street, road or highway shall be crossed, but the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid, except in towns and at terminal points; during the prevalence of fogs, snow, and dust storms, the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

The Nevada State law governing the use of locomotive whistle and ringing of locomotive bell is as follows:

Every engineer driving a locomotive on any railway who fails to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eight rods from any place where such railway crosses a traveled road or street, where such road or street is customarily used by the public for the purpose of travel (except in cities where other regulations are required), or to continue the ringing of such bell or sounding of such whistle until such locomotive shall have crossed such road or street, shall be guilty of a misdemeanor."

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains which have precedence	How Governed
Salt Lake City (M.P. 782.5)	D.& R.G.W.	O. S. L.	
Salt Lake City (M.P. 782.4)	D.& R.G.W.	D.& R.G.W.	Interlocking Plant
Salt Lake City (M.P. 782.5 Freight Line)	S.L.G.& W.	O. S. L.	
Salt Lake City (M.P. 782.4 Freight Line)	D.& R.G.W.	O. S. L.	
Salt Lake City (M.P. 781.3 Freight Line)	W. P.	L. A. & S. L.	
Smelter (M. P. 767.1)	B. & G.	L. A. & S. L.	Cabin Interlocking Plant.
American Fork (M.P. 766.0)	S. L. & U.	L. A. & S. L.	Cabin Interlocking Plant.
Lake View (M.P. 757.3)	D.& R.G.W.	L. A. & S. L.	
Mammoth Br. (M. P. 2.41)	D.& R.G.W.	D.& R.G.W.	
Fairfield Br. (M. P. 1.85)	S. L. & U.	L. A. & S. L.	
Lehi (M.P. 769.5 Sugar Factory Spur)	S. L. & U.	L. A. & S. L.	
Ironton (M. P. 0.67)	D.& R.G.W.	D.& R.G.W.	Interlocking Plant
Ironton (M. P. 0.75)	S. L. & U.	S. L. & U.	Interlocking Plant
Crucero.	T. & T.	L. A. & S. L.	Interlocking Plant
Santa Fe Ave., Los Angeles	L. A. Ry.	L. A. & S. L.	
Redondo Jct. Tower, Los Angeles.	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Bridge Jct.	L. A. & S. L.		Westward trains and engines from the direction of Pasadena, must stop at Stop Sign at Bridge Junction, unless proceed signal given with yellow flag or light is received from the switchtender. Westward trains and engines from the direction of Downey Road must stop at Stop Sign at Bridge Junction unless proceed signal given with green flag or light is received from the switchtender.
Pomona Depot.	P. E.	L. A. & S. L.	
W. O. Tower.	S. P.	S. P.	Interlocking Plant
Ontario Tower.	S. P.	S. P.	Interlocking Plant
Ontario (0.5 mi. east of tower)	S. P.	S. P.	
Magnolia Ave.	P. E.	L. A. & S. L.	Interlocking Plant
Riverside Jct.	S. P. A.T.& S.F.	S. P. A.T.& S.F.	Interlocking Plant
SAN PEDRO BRANCH: M. P. 3.6.	L.A.Jct.Ry.	L. A. & S. L.	Interlocking Plant
Hobart Tower.	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Mile Post 5.1.	P. E.	L. A. & S. L.	Interlocking Plant
South Gate Station.	S. P.	S. P.	Interlocking Plant
Clearwater (3,014 ft. east of East Switch).	P. E.	L. A. & S. L.	Interlocking Plant
Mile Post 11.1.	P. E.	L. A. & S. L.	Interlocking Plant
Seventh St., Long Beach.	P. E.	L. A. & S. L.	
Broadway, Long Beach.	P. E.	L. A. & S. L.	
Pico Ave., Long Beach.	P. E.	L. A. & S. L.	
Seaside Drawbridge.	Drawbridge		Interlocking Plant

98 (S). Continued.

Location	Railroad Crossed	Trains which have precedence	How Governed
PASADENA BRANCH: Aliso St., Los Angeles.	P. E.	L. A. & S. L.	Stop if so signalled by crossing flagman.
Alhambra Ave., Los Angeles.	S. P.	S. P.	Interlocking Plant
Main St., Los Angeles.	L. A. Ry.	L. A. & S. L.	
Ave. 20, Los Angeles.	L. A. Ry.	L. A. & S. L.	
Pasadena Ave. & Ave. 36.	P. E.	L. A. & S. L.	
Highland Park.	A.T.& S.F.	A.T.& S.F.	Stop and get proceed signal from crossing flagman.
Marmion Way, Los Angeles.	P. E.	L. A. & S. L.	
Fair Oaks Ave., Pasadena (M. P. 8.5)	P. E.	L. A. & S. L.	Stop and flag crossing.
N. Orange Gr. Ave., Pasadena.	P. E.	L. A. & S. L.	
Lincoln Ave., Pasadena (M. P. 11).	P. E.	L. A. & S. L.	
Lincoln Ave., Pasadena (M. P. 12).	P. E.	L. A. & S. L.	
GLENDALE BRANCH: Rock Jct.	A.T.& S.F.	A.T.& S.F.	Stop and throw target.
Dayton Ave., Los Angeles.	L. A. Ry.	L. A. & S. L.	
M. P. 3.8.	L. A. Ry.	L. A. & S. L.	
Broadway, Glendale.	P. E.	L. A. & S. L.	Stop before crossing.
ANAHEIM BRANCH: Philadelphia Ave., Whittier	P. E.	P. E.	Flag crossing.
Leffingwell Spur (4 miles east of Whittier).	P. E.	L. A. & S. L.	
La Habra.	P. E.	P. E.	Interlocking Plant
Bastanchury Spur.	A.T.& S.F. P. E.	A.T.& S.F. P. E.	Flag both crossings.
Fullerton Tower (1.8 miles west of Fullerton).	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Anaheim Sugar Spur.	A.T.& S.F.	L. A. & S. L.	

98 (T). 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 to the next signal.

98 (U). Interlocking plant located on spur track serving Columbia Steel Plant between Provo and Ironton, crossing of D. & R. G. W. R. R. double track and single track on S. L. & U. R. R.

Movements of trains on L. A. & S. L. to Steel Plant will be governed by home signal located on right-hand side of track five hundred (500) feet from crossing.

Movements of trains from Steel Plant to L. A. & S. L. will be governed by two-arm home signal located on L. A. & S. L. five hundred (500) feet from S. L. & U. crossing on left-hand side of track. Upper arm will govern all movements from Steel Plant over L. A. & S. L. track to Provo Yard. Lower arm will govern all movements from Steel Plant to D. & R. G. W. westward main track.

One long sound of engine whistle should be used by L. A. & S. L. engines when calling for home signal.

101 (G). When a train encounters any dangerous defects in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510 and 808) the fact must be reported to the train dispatcher from the first point of communication, telephone booth or telegraph office.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine. In switching with an engine equipped with foot boards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading foot board of engine in direction the engine is moving, on either yard or main tracks, except as follows:

In lead switching where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

Employes are prohibited from riding on engines or cars as follows:

On engine foot board between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

On leading foot board while coupling engine to cars;

On engine pilots;

On deadwood, drawbars, brake beams, journal boxes, or brake wheels;

On end of cars containing loads which may shift.

103 (B). Air brakes must be working on all cars before starting up inclines leading to sugar beet trestles, or oil unloading facilities.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

104 (E). Roadway machines, such as ditchers, pile drivers, rail loaders, bridge derricks and the like, must not be dropped either alone or with other cars, but must be shoved to a stop.

Except in emergency, yard or road crews should not "stake" or "pole" cars of any kind.

104 (F). Spring switches are indicated by a letter 'S' on switch target, and trains moving against the current of traffic must stop and examine the switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing to take up slack.

Spring switches are located as follows:

Cedar City—end of loop;
Islen—east end;
Caliente—east end;
Yermo—west end;
Riverside—west end double track;
East Yard—east end (Telegraph Road);
Butte Street Junction;
Macy Street, 70 feet east—west end of double track;
Macy Street, 210 feet east—east end of double track.

See rule 152 (R) governing speed over spring switches.

104 (R). Switches will be set normally—

At east end Cedar City Loop, spring switch for westward trains; speed restrictions 10 miles per hour;
At Tintic Wye for Eureka Branch—Silver City main line;
At Pioche—Wye switch for Prince Con. R. R.;
At Crestline—Wye switch for east leg of wye;
At Provo—switch leading to Ironton for Ironton spur;
At Riverside—spring switch at west end double track, for eastward trains; speed restrictions 10 miles per hour, for eastward trains;
At Butte Street Junction—spring switch for Butte Street main track;
At 70 feet east of Macy Street—spring switch at west end of double track for eastward main track, speed restrictions ten (10) miles per hour;
At 210 feet west of Macy Street—spring switch at east end of double track for westward main track, speed restrictions ten (10) miles per hour;
At Rock Jct.—for Pasadena Branch.

104 (S). All eastward trains leaving Caliente freight yard will head through drill track, using spring switch, instead of heading out through cross-over. All westward trains heading into yard at Caliente will use the first cross-over west of the east drill track switch.

104 (T). Between the hours of 6.30 A. M. and 3.30 P. M. and between 4.30 P. M. and 12.30 A. M., eastward L. A. & S. L. R. R. passenger trains entering Salt Lake City Passenger Station must stop to clear Second South Street unless they receive proceed signal from switchtender. Westward L. A. & S. L. R. R. passenger trains leaving Salt Lake City Passenger Station between these times must stop to clear lead unless they receive proceed signal from switchtender. Proceed signal must be acknowledged.

D 151 (R). Trains will keep to the left between Bridge Junction and Downey Road. Westward trains and engines en route to Butte Street will use left hand track from Downey Road to Bridge Junction. Eastward trains and engines will use left hand track from Bridge Junction to Butte Street Junction, and use middle track from Butte Street Junction to Downey Road.

SPECIAL RULES

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psgr.	Frt.	
At any point	50	35	
At any point	20	20	Engines backing up, with or without cars.
At any point	45		With Mikado type engine.
At any point	40		With Consolidation type engine.
At any point	15	15	Dead engines with side rods or main rods down.
At any point	25	25	Dead engines with side rods and main rods in place, unless otherwise restricted.
Over spring switches	15	15	When using turnouts.
Over spring switches	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches	20	20	When not using turnout, but when movement is over facing point switch.
At any point on curved track		25	Steam derrick, cranes, hoists, ditchers and pile drivers.
At any point on tangent track		30	Steam derrick, cranes, hoists, ditchers and pile drivers.
Passing open train order offices		20	
Through interlocking plants	30	30	Where no other speed restriction is designated.
Within yard limits	30	15	Speed must be as much slower as rules or conditions may require.
Thru tunnel 2nd and 3rd Sub-Divs.	20	20	
Bet. Islen and Minto	12	12	Light engines backing up.
Bet. M.P. 460.97 & M.P. 464.05	20	20	
Bet. M.P. 466.06 & M.P. 466.57	20	20	
Bet. M.P. 468.95 & M.P. 477.25	20	20	
Bet. M.P. 478.93 & M.P. 481.77	20	20	
Bet. M.P. 486.66 & M.P. 488.90	20	20	
Bet. M.P. 493.94 & M.P. 497.27	20	20	
Freight line between Buena Vista and Salt Lake	30	30	
Bet. Lynndyl and Juab	40		
Bet. Lynndyl and Juab		25	With 2-10-2 type engine.
Bet. Juab and Provo	45		
Bet. M.P. 676.82 & M.P. 677.88 (Provo Sub-Div.)	30	20	
Bet. M.P. 683.60 & M.P. 684.54 (Provo Sub-Div.)	30	20	
Bet. M.P. 685.53 & M.P. 686.05 (Provo Sub-Div.)	30	20	
Bet. M.P. 691.54 & M.P. 692.53 (Provo Sub-Div.)	30	20	
Bet. M.P. 732.74 & M.P. 733.70 (Provo Sub-Div.)	30	20	
Bet. M.P. 773.31 & M.P. 775.50 (Provo Sub-Div.)	30	20	
Bet. M.P. 777.64 & M.P. 778.17 (Provo Sub-Div.)	30	20	
Pioche Branch	12	12	
Cedar City Branch	45	30	
Frisco Branch	12	12	
Delta Branch	12	12	
Fillmore Branch	35	25	

152 (R). Continued.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psgr.	Frt.	
Eureka Branch	12	12	
Mammoth Branch	12	12	
Silver City Branch	12	12	
Fairfield Branch	30	30	
Moapa (West End of Yard)	30	30	Over remote controlled switch.
St. Thomas Branch	12	12	
Narrows on St. Thomas Branch	10	10	
Bet. Topliff and A.S.& R. Quarry	15	15	
Lake Point		15	On High Line.
Eureka	6	6	Within City Limits.
Nephi	30	30	Within City Limits.
Provo	15	15	Within City Limits.
Pleasant Grove	30	30	Within City Limits.
American Fork	20	20	Within City Limits.
Lehi	30	30	Within City Limits.
Cedar City loop	10	10	Over spring switch.
Crucero (West end of yard)	30	30	Over remote controlled switch.
Sand Territory: Bet. M. P. 39.5 and 46.5 Bet. M. P. 159.9 and 160.7 Bet. M. P. 205 and 215			Speed of passenger trains must be restricted sufficiently to avoid raising dust on observation end.
Second Subdivision	30	24	M.P. 314.54 & M.P. 315.00 M.P. 315.51 & M.P. 315.68 M.P. 315.85 & M.P. 316.18 M.P. 316.30 & M.P. 316.46 M.P. 318.49 & M.P. 318.68 M.P. 319.13 & M.P. 319.36 M.P. 319.52 & M.P. 319.70
Arden:			
Blue Diamond spur:	15	15	Between end of track and M P. 6.
	20	20	Between M. P. 6 and Arden.
Pasadena Branch	25	15	
Glendale Branch	20	15	
San Pedro Branch	40	30	
Anaheim Branch	30	25	
THROUGH CORPORATE LIMITS: Los Angeles	8	8	Over any steam R. R. or electric line crossing not interlocked.
Los Angeles	8	8	Between 7th St. and San Fernando Road.
Pomona	15	15	
Ontario	15	15	
Long Beach	20	15	
LOS ANGELES: Santa Fe Avenue	8	8	L. A. Ry. crossing.
Redondo Jct. Tower—A. T. & S. F. Ry.	8	8	Interlocking plant.
POMONA: Depot	15	15	P. E. Ry. crossing.
ONTARIO: S. P. Ry. Crossing (0.5 Mi. E. of Tower)	8	8	S. P. Ry. crossing.
RIVERSIDE: Spring switch west end double track	10	10	For eastward trains.
SAN PEDRO BRANCH: L. A. Jct. Ry. (M. P. 3.6)	10	10	Interlocking plant.
Hobart Tower—A.T.& S.F.Ry.	15	15	Interlocking plant.
M. P. 5.1—P. E. Ry.	15	15	Interlocking plant.
South Gate—S. P. Ry.	15	15	Interlocking plant.
M. P. 11.1—P. E. Ry.	15	15	Interlocking plant.
San Pedro Branch	20	20	Bet. M. P. 17.4 and 19.

152 (R). Continued.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psgr.	Frt.	
LONG BEACH: 7th St.—P. E. Ry.	6	6	
Broadway—P. E. Ry.	5	5	
Bet. Golden and 4th Sts.	6	6	
Bet. 4th St. and Anaheim Road	12	12	
Pico Avenue	15	15	P. E. Ry. crossing.
Seaside Drawbridge	15	15	Drawbridge—Interlocking plant.
PASADENA BRANCH: Spring switches East and West of Macy St.	10	10	All trains and engines.
Alhambra Ave.—S. P. Ry.	15	15	Interlocking plant.
Fair Oaks Ave., Pasadena (M. P. 8.5)	8	8	P. E. Ry. crossing.
No. Orange Gr. Ave., Pasadena	8	8	P. E. Ry. crossing.
Lincoln Ave. (M. P. 11) Pasadena	8	8	P. E. Rv. crossing.
Lincoln Ave. (M. P. 12) Pasadena	8	8	P. E. Ry. crossing.
GLENDALE BRANCH: Dayton Ave., Los Angeles	15	15	L. A. Ry. crossing.
Mile Post 3.8	15	15	L. A. Ry. crossing.
ANAHEIM BRANCH: Leffingwell Spur (4 Mi. east of Whittier	15	15	P. E. Ry. crossing.
La Habra	15	15	P. E. Ry.—Interlocking plant.
Anaheim branch	10	10	Bet. M. P. 12 and 13.
Whittier	15	15	Bet. M. P. 2 and 2.5.
Fullerton Tower (1.8 Mi. west of Fullerton) (A.T.& S.F.Ry.)	15	15	Interlocking plant.
Anaheim Sugar Spur (M.P. 19)	15	15	A. T. & S. F. crossing.
RIALTO BRANCH: Bridge 1.86 Santa Ana River	10	10	Applies to L. A. & S. L. trains and locomotives only.

(Between)	Minimum Number Minutes to be Consumed		
	Psgr.	Frt.	
Etna and Stine	10	13	
Stine and Boyd	9	12	
Boyd and Elgin	13	17	
Elgin and Kyle	9	11	
Kyle and Leith	10	13	
Carp and Vigo	11	14	
Vigo and Galt	10	13	
Galt and Hoya	10	14	
Hoya and Rox	8	13	
Rox and Farrier	8	12	
Cima and Chase	8	12	
Chase and Elora	6	9	
Elora and Dawes	8	11	
Dawes and Hayden	9	13	
Hayden and Kelso	7	11	
Cima and Kelso			**Freight trains must consume three minutes for each mile run except that they must consume four minutes for each mile run when 75% of their lading is rock or other equally heavy material.**

152 (S). Curve Warning signals consisting of a low post with dove tail sign painted yellow are installed on engineer's side of track five hundred feet in advance of curves of four degrees, so that engineers may take necessary action to steady trains around such curves.

221 (R). At all stations (except in block signal territory) 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 with caution, and if train order signal is held in stop position, must stop clear of switch until cause of stop signal has been ascertained.

350 (R). Staff system between Santa Fe Avenue and Bridge Junction governs movement of all trains and engines. Exceptions: Switch crews and engines turning on wye may use main track between Bridge Junction and east derail at Redondo Tower without staff; crews switching Hammond Lumber Company or serving industries west of Redondo Tower may use main track between Santa Fe Avenue and west derail without staff; Rule 93 to apply.

350 (S). Possession of staff is authority for a train or engine to proceed to next staff station, but does not supersede the indication of interlocking signal at Redondo Tower, nor relieve yard, train and enginemen from being on lookout for switch crews and engines using main track as referred to in Exceptions to Special Rule No. 350 (R).

509 (E). Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal, on double track when ready to proceed as per Rule 509 (C), and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14*b*) must be given before the train proceeds.

509 (G). On single track, when a light engine or motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to the next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (R). When a block signal displays stop indication due to switch being set to permit a train to enter siding, and engineman of train to take siding can see that switch is properly set for his train, such train may proceed into siding with caution without stopping for block signal, upon receiving proper signal from trainman or switch tender.

509 (S). Home signal at east end Los Angeles River Bridge governs A. T. & S. F. spur track crossing at west end of bridge. Color light dwarf signal at west end of bridge governs A. T. & S. F. main track crossing at Redondo Tower.

525. If a block signal fails to indicate "stop" or "caution" when a block is entered, a member of the crew must be left at the signal; the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

525 (A). If a block signal fails to indicate "stop" or "caution" when a light engine, or a motor train with only one trainman, enters a block, the Train Dispatcher must be notified from the first available point of communication, and report must be sent to the Superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop, and be governed by Rules 509 (A), 509 (B) and 509 (E) on single track and by Rule 509 (C) on double track.

674 (R). To indicate the route to be used through the interlocking plants shown below, the following engine whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounts; "———" for longer sounds.)

Crucero:	
For main track	———
For siding	———o
For transfer track	o———o
W. O. Tower (M. P. 33) Pomona:	
Siding	———o
Magnolia Ave. Tower:	
Main track to siding	———o
Main track to back track	o———o
Back track to spur	o o———o
Riverside Junction:	
Main track	——— ———o
To transfer track	o o o———
Downey Road:	
For main track	———
For San Pedro or Pasadena Branch	———o
Hobart:	
Siding	———o
East wye	———o———

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on the front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

713 (R). Operators will arrange to be out in front of the office when trains are passing, using a white light at night and exchange signals with a member of the train crew so that if operator should discover anything wrong with the train, he will be in a position to signal crew to stop.

720 (R). Passengers will not be carried on freight trains except persons in charge of live stock and caretakers of other property as provided for in published tariffs; or persons presenting special permit issued by the General Manager; annual and trip passes issued in favor of officers and employes, unless endorsed otherwise and trip passes in favor of employes when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop, when employes 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.

802 (A). When one or more cars are being switched or pushed over a road crossing not protected by watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman. He should not get on the leading end of car until it has passed over the crossing. This rule will also apply to back-up movement of road engine where a man is required to ride rear of tank.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

When there is ample room, crossing must be cut so as to leave an open space of one hundred feet each side of crossing.

802 (R). Trains must stop and flag over Lincoln Avenue highway crossing, Pasadena, M. P. 11, on account of building obstructing the view.

Trains must be preceded over Colorado Street, Pasadena, by flagman, unless crossing flagman on duty for protection of traffic.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)
From Salt Lake City to Los Angeles	6000 lbs.	3000 lbs.
From Los Angeles to Salt Lake City	6000 "	3000 "
From Salt Lake City to Lynndyl, via Provo	6000 "	3000 "
From Lynndyl to Salt Lake City, via Provo	6000 "	3000 "

824 (R). In addition to making inspection of train as often as practicable, as per rule 824, freight trains must stop and be inspected at the following points:

Ontario	—Eastward.
Kelso	—Eastward and westward, 10 minutes.
Cima	—Westward.
Chase	—Westward, 10 minutes.
Dawes	—Westward, 10 minutes.
Desert	—Eastward and westward.
M. P. 6 Blue Diamond Spur (Arden)	—Eastward, 10 minutes.
Rox	—Eastward and westward.
Carp	—Eastward.
Leith	—Westward.
Islen	—Westward.
Crestline	—Eastward and westward.
Modena	—Eastward and westward.
Lund	—Eastward and westward.
Clear Lake	—Eastward and westward.
Tintic	—Westward. —Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Tintic in which case stop will be made at Boulter and inspection made.
Stockton	—Westward.
Warner	—Eastward.
Nephi	—Eastward and westward.
Provo	—Eastward and westward.

Freight trains will not exceed ten miles an hour pulling out of inspection points until proceed signal is given from rear.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Phillip Stephens.	**Chief Surgeon**	**Los Angeles**	**All.**
Spencer Wright	Division Surgeon	Salt Lake City.	All.
O. J. La Barge	Asst. Div. Surgeon.	Salt Lake City.	All.
L. R. Cowan	Assistant Surgeon.	Salt Lake City.	All.
C. R. Cornwall	Assistant Surgeon.	Salt Lake City.	All.
E. F. Root	Consultant	Salt Lake City.	All.
E. A. Tripp	Dentist	Salt Lake City.	All.
J. H. Peck	Assistant Surgeon.	Tooele	Dunbar to Morris.
Z. G. Logan	Assistant Surgeon.	Ophir	Ophir to Salt Lake City.
G. Q. Christensen.	Assistant Surgeon.	Lynndyl	Delta to Dyer.
W. H. Wright	Assistant Surgeon.	Delta	Black Rock to Delta.
A. Bybee	Assistant Surgeon.	Milford	Crestline to Black Rock.
W. W. Stockham.	Assistant Surgeon.	Caliente	Carp to Crestline.
F. D. Worlton	Assistant Surgeon.	Lehi	Lehi to Sandy.
J. F. Noyes	**Assistant Surgeon.**	**American Fork**	**American Fork to Topliff.**
O. E. Grua	Assistant Surgeon.	Pleasant Grove	Pleasant Grove to Sandy.
Fred R. Taylor	Assistant Surgeon.	Provo	Spanish Fork to Vineyard.
L. W. Oaks	Assistant Oculist	Provo	Provo.
H. G. Merrill	Assistant Oculist	Provo	Provo.
V. R. Greenwood.	Consulting Dentist	Provo	Provo.
G. E. Christenson.	Assistant Surgeon.	Payson	Spanish Fork to Sandy.
L. D. Stewart	Alternate Surgeon.	Payson	Spanish Fork to Sandy.
T. W. Allred	Assistant Surgeon.	Nephi	Santaquin to Lynndyl.
F. H. Beckstead	Assistant Surgeon.	Nephi	Santaquin to Lynndyl.
William Baker	Assistant Surgeon.	Fillmore	Fillmore to Delta.
M. J. MacFarlane.	Assistant Surgeon.	Cedar City	Cedar City to Avon.
T. W. Bergstrom.	Alternate Surgeon.	Cedar City	Cedar City to Avon.
T. D. S. McCall	Assistant Surgeon.	Pioche	Pioche to Panaca.
H. C. Vander Meulin	Assistant Surgeon.	Las Vegas	Las Vegas to Carp.
D. W. MacKenzie	Assistant Surgeon.	Yermo	Barstow to Calada.
S. B. Richards	Assistant Surgeon.	Victorville	Hesperia to Barstow.
F. W. McCorkle	Assistant Surgeon.	Victorville	Hesperia to Barstow.
W. D. Lenker	Assistant Surgeon.	San Bern'dino.	Colton to Hesperia.
Wm. W. Roblee	Assistant Surgeon.	Riverside	Colton to Ontario.
Fred L. Horton	Assistant Surgeon.	Pomona	Rowland to Ontario.
R. V. Graves	Assistant Surgeon.	Fullerton	Fullerton to Anaheim.
O. S. Parrett	Assistant Surgeon.	La Habra	La Habra to Fullerton.
F. McL. Campbell	Assistant Surgeon.	San Pedro	San Pedro to West Long Beach.
J. Severy Hibben	Assistant Surgeon.	Pasadena	Pasadena to Los Ang'les.
Frank D. Sweet.	Assistant Surgeon.	Long Beach	W.Long Beachto Hynes.
D. L. Gamette	Assistant Surgeon.	Los Angeles	All.
J. W. Shilling	Assistant Surgeon.	Los Angeles	All.
Shuler F. Fagan	Assistant Surgeon.	Los Angeles	All.
Frank E. Tull	Sight & Hearing	Los Angeles	All.
R. A. Woodhull	Oculist	Los Angeles	All.
Rea Smith	Consultant	Los Angeles	All.
Sam'l Kaufman	Consulting Dentist	Los Angeles	All.
J. P. Mortensen.	Assistant Surgeon.	Los Angeles	Belvedere Gardens.

SPECIAL RULES

865 (A). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives or other dangerous articles, must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded, placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must not be nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid," nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive or motor car, or caboose, nor next to gondola or flat cars when lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

Drover cars,
Scale test cars,
Cars with emergency drawbars,
Outfit cars,
Emigrant movables,
All wooden underframe cars,
Any car tagged with Form 4725 reading "Handle only at rear end of train."

Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars.

Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

(a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
(b) When containing live stock or perishables, may be chained up in train and handled to first repair point.
(c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride car.

A red flag by day or a red light at night, must be displayed on the rear of any car handled behind caboose.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

886 (R). Freight trains consisting of more than 25 cars will cut off engine to take fuel or water when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot. Test of air brakes must be made as required by air brake rule 1041.

887 (R). Air brake test as required by air brake rules 1040, 1041, 1042, 1043, will be made on all trains where conditions require road train brake test.

Air brake test as required by special rule 887 (T) will be made on all westward trains at Cima.

Air brake test as required by special rule 887 (T) will be made on all freight trains at the following points:

Cima	—Westward (All trains);
Crestline	—Westward;
Tintic	—Eastward and westward where angle cock has been turned and hose separated;
Boulter	—Eastward and westward where angle cock has been turned and hose separated;
Mount	—Eastward and westward where angle cock has been turned and hose separated.

All engines operating on the Eureka, Mammoth, Silver City, Frisco, and Pioche branches must maintain brake pipe pressure of not less than ninety (90) pounds.

887 (S). Retaining valves will be used on all westward freight trains between Islen and Minto in proportion to weight of train, exclusive of locomotive, as follows:

Less than 35 tons per car, use 5 head retaining valves and every third one throughout train.

More than 35 tons per car or less than 50 tons per car, use 5 head retaining valves and every other one throughout the train.

More than 50 tons per car, use all retaining valves.

To ascertain average number of tons per car in train, divide tonnage in train by the total number of cars being handled.

Westward freight trains will turn up retaining valves at Islen and stop at Minto and turn down retaining valves.

Retaining valves must be used on all trains as required by Air Brake Rule 1077 (A) as follows:

Pioche to M. P. 30;
M. P. 27 to M. P. 22 Pioche Branch;
Frisco to Milford;
Frisco to Newhouse;
Eureka to Tintic;
Mammoth to Tintic;
Silver City to Tintic;
Desert Mound to Iron Springs on at least 50% of all loads handled;
Cima to Kelso;
On Blue Diamond Spur (Arden) from end of track to Arden.

On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as required by Air Brake Rule 1077 (A).

887 (T). When standard brake pipe pressure is obtained, engineman will, upon proper request or signal, make a service reduction of 10 pounds on passenger and 20 pounds on freight train and sound one short blast of the whistle. When the trainman at the rear car sees rear brake apply, he will signal release, and the engineman will sound two short blasts of the whistle following release of brakes. The train must not proceed until the brakes are released on rear car and brake pipe pressure charged to standard pressure. If the train has been delayed 30 minutes or more the above test will be repeated before leaving.

887 (U). Maximum tonnage per operative brake in freight service, Cima to Kelso, is seventy-five (75) tons.

888 (A). While passing through cities, towns and yards, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

888 (R). All engines will approach and pass over Aliso Street and Santa Fe Avenue, and run on Alameda Street, Los Angeles, cautiously, engineman and fireman keeping an especially sharp lookout for street traffic.

896 (R). 2700-5500-7800-8800 Class engines must not be operated on the following tracks, except as noted:

Buena Vista	—Old Siding.
Wye	—Wye Tracks, except 2700 Class.
Lake Point	—A. S. & R. Spur, except 2700 Class.
Warner	—East leg of Wye, except 2700 Class.
Bauer	—Honerine Mill Spur.
Stockton	—Gravel Pit Tracks, except 2700 Class.
Tintic	—Tracks 1 and 2 alongside Eureka Branch, except 2700 Class.
Lynndyl	—Sand Pit Tracks.

896 (R). Continued.

Delta	—East leg of Wye.
	—East and west lead to sugar factory beyond Standard Oil Spur.
	—Hal Oil Spur beyond a point 380 feet from switch.
M. P. 472.3	—Spur.
Caliente	—Dike Track.
Dike	—Set Out Track, except 2700 Class.
Garnett	—Set Out Track, except 2700 Class.
Jean	—Depressed track.
	—Yellow Pine Mining Co. Warehouse Spur, except 2700 Class.
Bard	—Set out Spur, except 2700 Class.
Pierce	—Set out Spur, except 2700 Class.
Draper	—Sand Spur, except 2700 Class.
M. P. 781.26 / West of Draper	—Sand Spur.
Mount	—Gravel Pit Tracks, including Heiselts Spur.
Lehi	—Sugar factory tracks and beet trestles.
American Fork	—Chipman's Spur.
	—Co-op Spur.
	—Pulley Spur, except 2700 Class.
	—Thornton Spur.
Pleasant Grove	—Lumber Spur.
Hardy	—Beet trestle.
Cutting Plant / M. P. 754.8	—Spur Track.
Provo	—Wye.
	—Texas Oil Spur.
	—Gas Plant Spur.
	—Bullock's Spur.
Payson	—Sugar factory spurs, except 2700 Class.
	—Sugar Beet trestles.
	—West switch scale track.
	—Old coal track.
	—Wye.
	—Stock track.
York	—Gravel Pit Spur.
Nephi	—East and west leg of wye.
	—Mill and Oil Spur.
	—East end team track.
Levan	—Spur, except 2700 Class.
Parley Ice Plant	—Spur, except 2700 Class, restricted beyond boiler house.
Delta Branch	—All tracks.
Hinckley Branch	—All tracks.
Fillmore Branch	—All tracks.
Frisco Branch	—All tracks.
Cedar City	—Oil track No. 12.
	—Commissary Spur.
	—Lead to freight house track No. 6, main track switch.
Pioche Branch	—All tracks west of Bridge 0.68.
Fairfield Branch	—All tracks west of M. P. 1.00.
St. Thomas Branch	—All tracks.

3150-3176 and 6000 Class engines must not be operated on the following tracks, except as noted:

Buena Vista	—Old siding, except 6000 Class.
Bauer	—Honerine Mill Coal trestle.
Lynndyl	—Sand pit, except 6000 Class.
Delta	—East leg of wye, except 6000 Class.
	—East and west lead to sugar factory beyond Standard Oil Spur.
	—Hal Oil Spur beyond 380 feet from switch.
M. P. 781.26 / West of Draper	—Sand spur beyond a point 540 feet from switch.
Lehi	—Sugar factory beet trestles.
American Fork	—Thornton Spur.
Hardy	—Beet trestle.
Cutting Plant / M. P. 754.8	—Beet trestles.
Provo	—Texas Oil Spur.
Payson	—Beet trestles, except 6000 Class on south beet trestle only.
	—Scale track No. 17, west switch taking out of sugar factory lead, except 6000 Class.
	—Old coal track, except 6000 Class.
York	—Gravel pit spur.

(Continued on page 17)

SPECIAL RULES

896 (R). Continued.

Nephi	—East leg of wye, except 6000 Class.
	—East end of team track, except 6000 Class.
Parley Ice Plant	—Spur, beyond boiler house.
Hickory	—Spur track.
Newhouse	—End of branch track. Engines must not go beyond old water column.
Pioche Branch	—Light Pacific and light Consolidated engines permitted. Heavy Pacific and heavy Consolidated engines not permitted west of bridge 0.68.
St. Thomas Branch	—All tracks, except 6000 Class.
Jean	—Depressed track, except 6000 Class.

2700, 3150-3181, 5500, 7800, and 8800 Class engines must not be operated on the following tracks:

Crestmore Track	—All tracks.
Bly Quarry	—All tracks.
Rialto Branch	—All tracks.
Glendale Branch	—All tracks.
Pomona	—250 feet eastwardly of Pomona Fruit Growers' Exchange spur track located east side of Exchange Growers' Building.
Anaheim Branch	—All tracks, except light Pacific type.
Pasadena Branch	—All tracks, except light Pacific type.
Bell	—2 Fairchild-Gilmore spurs.
South Gate	—F. W. Braun Co.
South Gate	—California Cyanide Co.
South Gate	—Bent Concrete Pipe Co.
South Gate	—Western States Chemical Co.
South Gate	—Blue & Mason.
South Gate	—Benedict & Moorman.
South Gate	—2 Emsco Refractories Co. spurs.
South Gate	—2 Western Concrete Pipe Co. spurs.
Workman	—2 L. A. Co. Flood Control spurs.
Clearwater	—Macco Lumber Co.
Hynes	—Southern California Edison Co.
Rioco	—2 Richfield Oil Co. spurs.
Long Beach	—Tank spur.

5500, 7800 and 8800 Class engines must not be operated on the following tracks:

Bell	—Storage track.
Bartolo	—Spur.
Clayton	—Spur.
Hudson	—Spur.
Rowland	—House track.
Fallon	—Spur.
Ontario	—Spur, Packing House at Cypress Ave.
Ontario	—San Antonio Packing Co.
Ontario	—United Canneries.
Ontario	—Cutler-Lobingier Packing Co.
Ontario	—Edison Appliance Co.
Glenavon	—Spur.
Magnolia Ave.	—Outer siding.
Magnolia Ave.	—Spur.
Riverside	—City oil spur.

5500 and 8800 Class engines must not be operated on the following tracks:

Colton	—Over heavy curve connecting Southern Pacific and Santa Fe trackage.

5500, 7800 and 8800 Class engines must not be operated between west switch at Bixby and East San Pedro.

5500, 7800 and 8800 Class engines must not exceed ten (10) miles an hour on house track at Pico.

6000, 2700, 3150-3181, 5500, 7800 and 8800 Class engines must not be operated on the following tracks:

Whittier	—Whittier Ass'n Lemon spur.
South Gate	—3 Fibreboard Products Co. spurs.
Long Beach	—West leg east breakwater.
Long Beach	—East leg east breakwater.
Long Beach	—East Mole.
Long Beach	—Linden Ave., Spur-Hauser Construction Co.
W. Long Beach	—West Mole.

3150, 6000 and Shay Class engines only, are permitted to operate on **Eureka, Mammoth, and Silver City branches. All classes of engines may turn on Tintic wye.**

No engines are allowed to be operated over unloading flume on Chase water track.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding of single or double track. On double track, special care must be taken to sound warning signals and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Notice is hereby given that, in addition to impaired clearances involving main tracks as shown below, there are certain other overhead and side impairments in connection with platforms and other structures served by industry, stock and other tracks. There are also high voltage wire installations upon or near the right of way. Employes must inform themselves as to the location of all such impairments and wires and exercise due care to avoid injury therefrom.

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
First Subdivision:		
West of Santa Fe Ave.	Balance Wt. Redondo Tower signal	Side.
Butte St. and Santa Fe Ave.	Light and phone wires to sw. shanty	Top.
West Line Santa Fe Ave.	Gate post	Side.
Butte St. and Santa Fe Ave.	Light wires to gate house	Top.
600 ft. W. Redondo Tower	Balance wt. on signal	Side.
Los Angeles River	Bridge	Side.
M. P. 8.90	Highway bridge	Top.
M. P. 10.80	Bridge	Side.
M. P. 11.1	Highway bridge	Top.
M. P. 15.05	Bridge	Top and side.
M. P. 15.39	Bridge	Top and side.
M. P. 15.72	Bridge	Top and side.
Rowland	Train order signal	Side.
Pomona, W. of Garvey Ave.	Fence & steel post barricade	Side.
Pomona	Signal 319	Side.
Pomona	Signal 320	Side.
Pomona, San Antonio Ave.	Wigwag	Side.
W. O. Tower	Train order signal stand	Side.
Ontario	Water column	Side.
M. P. 52.40	Bridge	Side.
M. P. 55.74	Canal siphon wall	Side.
M. P. 55.90	Highway bridge	Top.
M. P. 56.23	Fence	Side.
Riverside, 3rd St.	Crossarm on W. U. pole	Top and side.
Second Subdivision:		
M. P. 182.09	Bridge	Side.
Harvard	Water tank spout	Side.
M. P. 192.27	Bridge	Side.
M. P. 192.34	Tunnel No. 1	Top.
M. P. 196.12	Bridge	Side.
Kelso	Water tank spout—east	Top and side.
Chase	Water tank spout	Top and side.
Desert	Water tank spout—east	Top and side.
Desert	Water tank spout—west	Top and side.
M. P. 315.90	Tunnel No. 2	Top.
Arden	Water tank spout	Top and side.
Third Subdivision:		
Dry Lake	Water tank spout	Top and side.
M. P. 395.42	Bridge	Side.
M. P. 397.04	Bridge	Side.
M. P. 397.32	Bridge	Side.
M. P. 406.55	Bridge	Side.
M. P. 430.51	Tunnel No. 3	Top.
M. P. 430.68	Bridge	Side.
M. P. 433.67	Tunnel No. 4	Top and side.
M. P. 437.22	Bridge	Side.
M. P. 437.22	Rock cut, east end bridge	Side.
Elgin	Water tank spout	Top and side.
M. P. 440.20	Signal pole	Side.
M. P. 444.56	Bridge	Side.
M. P. 447.89	Bridge	Side.
M. P. 449.05	Tunnel No. 6	Top.
M. P. 452.40	Rock cut	Side.

899. Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Fourth Subdivision:		
M. P. 468.1	Bridge	Top and side.
M. P. 469.1	Bridge	Side.
M. P. 469.3	Bridge	Side.
M. P. 469.9	Bridge	Side.
M. P. 470.9	Bridge	Side.
M. P. 471.3	Bridge	Side.
M. P. 471.5	Bridge	Side.
M. P. 471.7	Bridge	Side.
M. P. 527.6	Bridge	Side.
Fifth Subdivision:		
M. P. 601.1	Bridge	Side.
Provo Subdivision:		
M. P. 735.8	D. & R. G. W. crossing	Top and side.
M. P. 754.4	Bridge	Side.
Pioche Branch:		
M. P. 0.7	Bridge	Side.
Fairfield Branch:		
M. P. 1.6	D. & R. G. W. crossing	Top.
St. Thomas Branch:		
M. P. 5.49	Rock cut	Side.
M. P. 5.52	Rock cut	Side.
M. P. 5.61	Rock cut	Side.
M. P. 5.73	Rock cut	Side.
M. P. 6.05	Dirt cut	Side.
M. P. 6.34	Earth cut	Side.
M. P. 6.61	Earth cut	Side.
M. P. 7.09 to 7.13	Earth cut	Side.
M. P. 7.40	Earth cut	Side.
M. P. 7.75	Rock cut	Side.
M. P. 9.67	Cattle guard posts	Side.
St. Thomas	Oil column	Side.
St. Thomas	Stock Yard platform	Side.
Pasadena Branch:		
200 ft. S. of Macy St.	Crossarm W. U. pole	Side.
300 ft. N. of Macy St.	Tie retaining wall	Side.
Alhambra Ave.	Switch tender shelter eaves	Side.
E. of Alhambra Ave.	Crossarm W. U. pole	Side.
Ave. 21 to Ave. 22	Brick building, pipe & eaves	Side.
Near Ave. 52	Western Union teleg. wires	Side.
Ave. 58	Hand railing on landing to steps	Side.
W. of Ave. 60	Western Union crossarms	Side.
Highland Park Spur	When car on spur	Side.
6130-44 Pasadena Ave.	Retaining wall	Side.
M. P. 6.10	Fence, concrete railing, lights at bridge	Side.
M. P. 6.2	Guy wire	Side.
M. P. 7.1	Hand railing at Grand Ave.	Side.
M. P. 7.3	Hand railing at Orange Grove Ave.	Side.
M. P. 7 to M. P. 8	W. U. pole line, guy wires and braces	Side.
M. P. 8.7	Brick retaining wall	Side.
M. P. 8.09	Highway bridge	Top.
M. P. 8.09	2 Western Union crossarms	Side.
M. P. 8.16	Highway bridge	Top.
Calif. St., Pasadena	City Street Light	Side.
Glendale Branch:		
M. P. 2.88	Hand rails on bridge	Side.
M. P. 3.	Old tie barricade	Side.
M. P. 4.5	Crossarms	Side.
M. P. 4.6	Light reflector and bracket	Side.
M. P. 5.9	Tie barricade	Side.
M. P. 6.3	Gates, Forest Lawn Cemetery	Side.

(Continued on page 18)

899. Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
San Pedro Branch:		
M. P. 3.45	Hand rails on bridge	Side.
Workman	Eaves on depot	Side.
Hynes	Water tank spout	Top and side.
Burnett	Retaining wall, near Columbia St.	Side.
Burnett	Telephone wires near Willow St.	Top.
M. P. 23.46	Handrails Seaside Draw-bridge	Side.
M. P. 23.46	Wing Fence Seaside Draw-bridge	Side.
M. P. 23.46	Private way sign, west end of bridge	Side.
Anaheim Branch:		
M. P. 3.06	Bridge	Side
M. P. 11.59	Highway bridge	Side
M. P. 12.38—M. P. 12.53	Crossarms on teleg. poles	Side
Rialto Branch:		
M. P. 1.01	Concrete girders on bridge	Side
Fairmont Park	Roof on shelter house	Side
Fairmont Park	Benches (fixed location)	Side
M. P. 5.17—M. P. 5.40	Wire fence	Side
Bloomington	Trolley pole at Orange St. (White)	Side
Bloomington to Poole	Trolley poles	Side

LIGHT WEIGHT OF PASSENGER CARS

Kind	Class	Light Wt. (tons)
Mail, 40 Ft.	Steel	40
Mail, 60 Ft.	Steel	55½
Mail, 70 Ft.	Steel	65
Baggage, 40 Ft.	Wood	31
Baggage, 50 Ft.	Wood	32½
Baggage, 60 Ft.	Wood	45
Baggage, 60 Ft.	Steel (underframe)	47
Baggage, 60 Ft.	Steel	48
Baggage, 70 Ft.	Steel	63
Express	(Same lengths and weights as baggage)	
Coach, 50 Ft.	Wood	30
Coach, 60 Ft.	Wood	44
Coach, 60 Ft.	Steel	60
Coach, 70 Ft.	Steel	72
Chair	Wood	47½
Chair	Steel	50
Chair, 60 Ft.	Steel	60
Chair, 70 Ft.	Steel	68
Commissary, 70 Ft.	Steel	60
Diner	Wood	62½
Diner	Steel	72½
Diner, 80 Ft.	Steel	79
Composite Observation	Wood	51
Composite Observation	Steel	78
Tourist Sleeper	Wood	47½
Tourist Sleeper	Steel (underframe)	68
Tourist Sleeper—16 Sec.	Steel	72
Standard Sleeper—12 Sec.	Steel (underframe)	75
Standard Sleeper—12 Sec.	Steel	81

SIDINGS AND SPURS NOT ON TIME-TABLE

Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains
First Subdivision:				
St. Helens Spur	11.1	17	West	Freight Only
Bartolo	12.7	11	West	Freight Only
Handorf	16.0	6	West	Freight Only
Hudson	17.9	6	East	Freight Only
Industrial Spur	27.1		East	Freight Only
Fallon	21.7	9	West	Freight Only
San Antonio Meat Co.	34.1	34	East	Freight Only
Harvey & Brown Spur	39.1	12	West	Freight Only
Ballou Spur	40.3	13	East	
Champagne	43.5	36	Both	Freight Only
Guasti Spur	43.6	206	East	Freight Only
Winery Spur, Mira Loma	45.8	267	East	Freight Only
Concrete	51.4	11	East	Freight Only
Iron & Brass Trades Supply Co.	52.6	1	West	
Palm Avenue Spur	54.8	17	East	Freight Only
Second Subdivision:				
Water Track	251.2	15	Both	
Lime Quarry Spur	302.6	8	East	
Blue Diamond	321.8		West	
Third Subdivision:				
Hoya Gravel Pit	401.5	73	Both	Freight Only
Quarry Spur	432.6	10	East	
Boyd Spur	446.3	2	East	
Fourth Subdivision:				
Mile Post 472.3	472.3	8	East	Freight Only
Sixth Subdivision:				
Poplar Grove				{61-62-63-64-65 66-69-70
Prest-O-Lite Spur	780.9	10	East	Freight Only
Stockton Gravel Pit Spur	743.2			Freight Only
Provo Subdivision:				
Parley Ice Plant Spur	677.8	30	East	Freight Only
Lee—Beet Spur	687.8	3	East	Freight Only
Nibley—Beet Spur	726.0	2	East	Freight Only
Ansell—Beet Spur	733.8	11	East	Freight Only
Stearns—Beet Spur	739.2	9	West	Freight Only
Rheims—Beet Spur	747.6	13	East	Freight Only
Ironton	752.3	108	East	Freight Only
Provo—Cutting Spur	754.8	38	East	Freight Only
Lehi Sugar Spur	769.1	98	East	Freight Only
Coen—Clay Spur	778.4	3	West	Freight Only
Mellen Sand Spur	781.3	10	East	Freight Only

BRANCHES

Location	Miles from	Car Capacity	Switch Connections	Flag Stops For Trains
Cedar City Branch:	Lund			
Columbia Steel	21.0	50	West	Freight Only
Desert Mound	21.0	53	West	Freight Only
Power Plant Spur	31.0	2	West	Freight Only
Pioche Branch:	Caliente			
Dry Valley Spur	22.8	110	West	
Mammoth Branch:	Tintic			
A. S. & R. Spur	2.7	19	East	at Mammoth
St. Thomas Branch:	Moapa			
Doty Spur	3.1	1	West	
Arrowhead Spur	3.3	52	East	
Nepac	16.7	2	West	
Kaolin	17.6	3	West	
Silica	19.2	8	West	All trains

SIDINGS AND SPURS NOT ON TIME-TABLE—Continued

Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains
San Pedro Branch:				
Vernon Spur	3.7		West	Freight Only
Los Angeles Syndicate	3.7		Both	Un. Stk. Yds.
Fruitland Industrial Spur	4.6		West	
Fairchild-Gilmore Spur	5.9	61	West	Freight Only
F. W. Braun Co.	6.8		East	Freight Only
Calif. Clay Products Co.	6.9	6	East	
Calif. Cyanide Co.	7.0	25	East	
A. R. Maas Chemical Co.	7.3	4	West	
Team Track	7.3	9	East	
Blue & Mason Indus. Spur	7.6		West	
Vernon Foundry Co.	10.2	6	West	
Hollydale Spur	10.4	18	West	
Macco Lumber Co.	11.5	15	West	
Artesia Street Spur	13.3	12	East	
Export Petroleum Spur	13.5	20	West	
Richfield Oil Co.	13.8	36	East	Freight Only
Perfection Refining Co.	14.1	20	East	
Brown Process Co.	14.3	12	East	
Champion Gasoline Co.	14.4	19	West	Freight Only
Montana Ranch Spur	17.1	98	West	
C. N. White	17.1	8	East	
Hancock Refining Co.	17.2	26	East	
Calif. National Supply Co.	17.3	11	East	
General Petroleum	17.5	9	East	Freight Only
R. H. Herron Co.	17.5	8	West	
Hercules Oil Co.	17.7	10	East	Freight Only
Lomita Gasoline Co.	18.2	6	West	Freight Only
Zinc	24.2		West	Freight Only
Pasadena Branch:				
Baker Spur	5.3	5	West	Freight Only
Team Track	5.4	1	East	Freight Only
Standard Bakeries Corp.	9.4	5	East	
Glendale Branch:	Rock Jct.			
Taylor Milling Co.	1.5	6	East	
Interchange Track	2.7	13	Both	
Dohrmaun-Walker Spur	3.0	2	East	Freight Only
Clifford Spur	3.1	9	East	
Anaheim Branch:	Whittier Jct.			
Gladding McBean Spur	0.1	6	West	Freight Only
Crumrine Spur	10.9	8	East	Freight Only
Seviers Spur	11.2	3	East	Freight Only
Bastanchury Spur	13.8	118	East	Freight Only
Fullerton Industrial Lead No. 7	15.4		East	Freight Only
Newton Process Mfg. Co. Spur	15.4	7	West	Freight Only
Fullerton Industrial Lead No. 13	15.4		East	Freight Only
Western Glass Track	15.4	18	East	Freight Only

NOTE: Newton Process, L. A. Paving Co. Spurs and Industrial Lead No. 13 are connections off Industrial Lead No. 7. Western Glass connections are off Lead No. 13.

Location	Miles from Bly	Car Capacity	Switch Connections	Flag Stops For Trains
Crestmore Track:				
Setout Track	0.2	25	Both	
Hamilton Spur	1.9	3	West	
Ennis	3.1	15	Both	
Ormand	3.9	14	West	
Ormand Quarry Track	3.9			
Forage	6.1	2	West	
Crestmore	6.5	Yard		
Bly Track:				
Lewis Spur	1.5	8	Both	
Burkett Spur	2.5	5	East	
Bly Quarry	3.1	18		

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Crestline to Caliente	Moapa to Las Vegas	Las Vegas to Yermo	Yermo to Victorville	Victorville to Summit	San Bernardino to Los Angeles	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl		
P 77 $\frac{22}{28}$ 150S	3150 to 3175	1250	800	3000	1250	1500	1500	800	2000	1030	1030	1030	580	1210	700	1350	700	1350		
P 77 $\frac{25}{28}$ 239SB	3176 to 3181	3000	1420	3000	1500	1800	1800	1170	Car Limit	1170	1170	1170	720	1350	1020	1080	1070	1350		
C 57 $\frac{22}{30}$ 198S	6009 to 6086	3300	1550	3700	2000	2400	2160	1430	3800	1450	1350	1780	925	2000	1280	1900	1430	2160		
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	3900	1800	4350	2400	3000	2560	1660	4400	1700	1600	2000	1075	2300	1480	2200	1660	2560		
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	4500	2000	5000	2600	2800	2800	1900	5000	1700	1600	2000	1075	2350	1680	2350	1900	2900		
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	5900	2700	6600	3600	4000	3800	2350	6600	2520	2450	2520	1625	2800	2250	2850	2350	3800		
FTT 63 $\frac{25}{28\text{-}30}$ 287S	8800 to 8809	6400	2800	7100	3900	4200	4200	2670	7100	2800	2750	3000	1825	3100	2500	3150	2670	4200		
MC 57 $\frac{22\text{-}41}{32}$ 464S	3615 to 3619										3500	3500	2250	4200						

Tonnage rating, Caliente to Moapa, car limit; Summit to San Bernardino, car limit.

Type of Engine	Numbers (Inclusive)	Los Angeles to Riverside	Riverside to San Bernardino	San Bernardino to Summit	Sands to Kelso	Kelso to Cima	Cima to Leith	Leith to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	Boulter to St. John	St. John to Bauer	Bauer to Salt Lake City	Lynndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake City
P 77 $\frac{22}{28}$ 150S	3150 to 3175	1080	1030	360	1030	360	1030	640	400	600	2000	1250	800	1250	800	1250	900	1350	700	1500
P 77 $\frac{25}{28}$ 239SB	3176 to 3181 except 3177	1220	1170	500	1170	500	1170	780	650	680	1800	1170	1420	Car Limit	1660	2300	1080	1350	980	1020
C 57 $\frac{22}{30}$ 198S	6009 to 6086	1700	1450	575	1350	575	1400	900	700	1000	3200	2100	1550	3000	1550	3000	1600	2050	1250	2050
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	2000	1700	700	1600	700	1600	1050	800	1142	4300	2500	1800	3500	2000	3500	1800	2590	1400	2590
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	2050	1750	750	1600	700	1600	1050	900	1285	3800	2700	1950	3000	1950	3000	2000	3000	1600	3000
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	2520	2520	1000	2450	1000	2520	1600	1132	1516	5000	3800	2700	4500	2700	4500	2500	3800	1900	3800
FTT 63 $\frac{25}{28\text{-}30}$ 287S	8800 to 8809	2800	2800	1200	2750	1200	2800	1900	1400	1820	5000	4300	3000	5000	3200	5000	2670	4200	2200	4300
MC 57 $\frac{22\text{-}41}{32}$ 464S	3615 to 3619	3500	3500	1650	3500	1650														

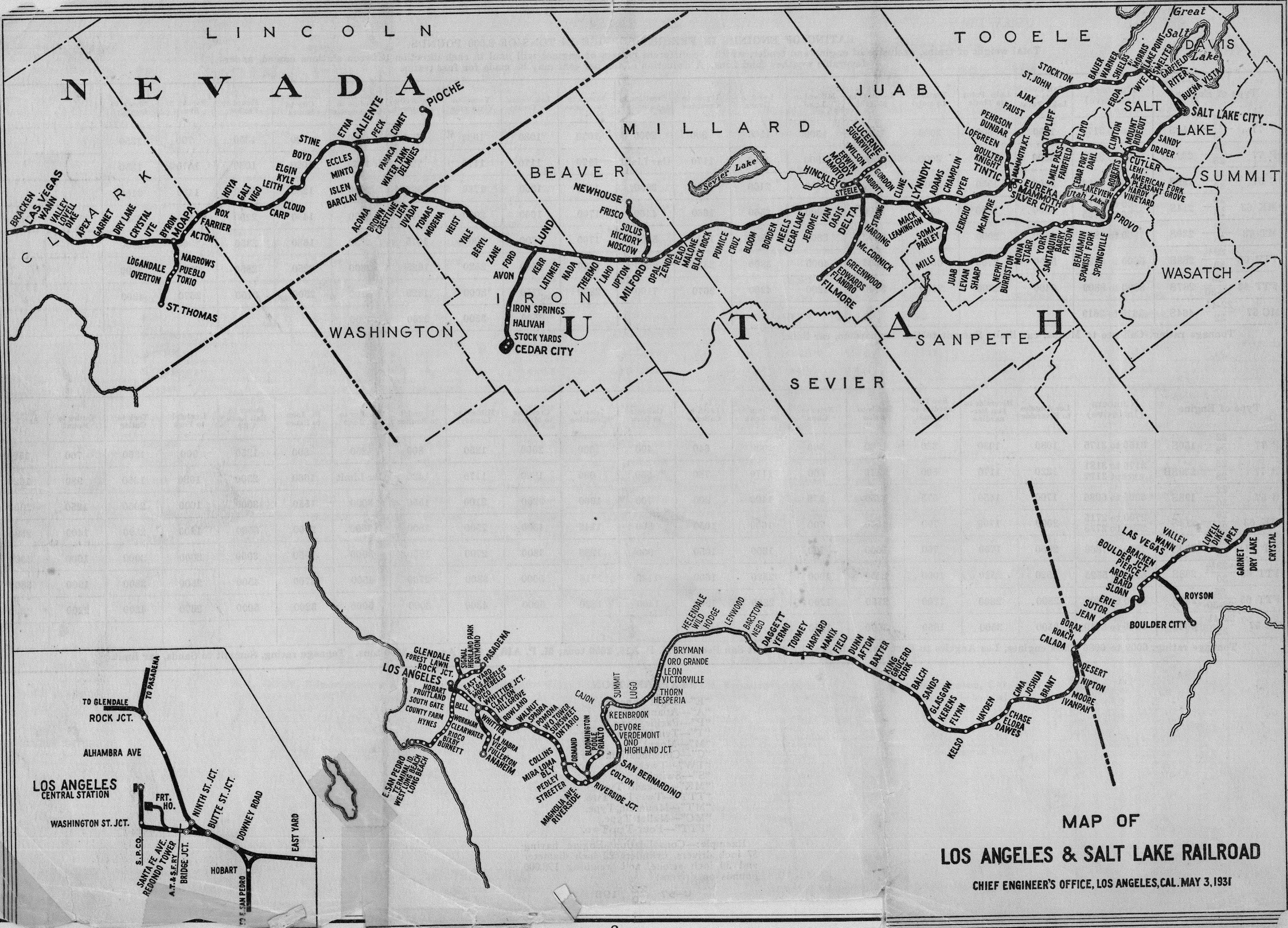
Tonnage rating, 6009 to 6086 Class engines, Los Angeles to East San Pedro, car limit; East San Pedro to M. P. A18, 2650 tons; M. P. A18 to L os Angeles, 3500 tons. Tonnage rating, Summit to Sands, car limit.

EXPLANATION

"E"—Eight Wheeler.
"A"—Atlantic Type.
"P"—Pacific Type.
"T"—Ten Wheeler.
"M"—Mogul.
"C"—Consolidation.
"TW"—Twelve Wheeler.
"S"—Switch.
"MK"—Mikado Type.
"TTT"—Two-Ten-Two.
"MT"—Mountain Type.
"MC"—Mallet Type.
"FTT"—Four-Ten-Two.

Example:—Consolidation Engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 198,000 pounds on drivers:

C—57 $\frac{22}{30}$ 198



MAP OF
LOS ANGELES & SALT LAKE RAILROAD

CHIEF ENGINEER'S OFFICE, LOS ANGELES, CAL. MAY 3, 1931