



**UNION PACIFIC RAILROAD COMPANY**  
SOUTHWESTERN DISTRICT



**TIME-TABLE**  
**No. 9**

**Effective Sunday**  
**June 14, 1936**

at 12:01 A.M., Mountain Time East of Caliente  
at 12:01 A.M., Pacific Time West of Caliente



MAP OF  
**SOUTHWESTERN DISTRICT**  
**UNION PACIFIC RAILROAD**  
CHIEF ENGINEER'S OFFICE, OMAHA, NEBR., FEB. 1, 1933

**FOR EMPLOYEES ONLY**

**WESTWARD CONDENSED TIME TABLE EASTWARD**

SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936	STATIONS	Distance from First Street Los Angeles	FIRST CLASS				SECOND CLASS	
259 Time Freight	257 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger					14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	264 Time Freight	262 Time Freight
Daily	Daily	★See Note below	Daily	Daily	Daily										
7.30PM	6.30AM	6.10PM	10.35AM	10.00AM	1.35AM	0.0	<b>SALT LAKE CITY</b>	784.0	6.15AM	7.42AM	6.00PM	6.10PM	9.00AM	4.50AM	
8.24	7.40	6.28	11.03	10.29	2.03	15.7	GARFIELD	768.3	5.45	7.17	5.32	5.40	8.10	3.20	
9.19	8.43	6.49	11.33AM	11.04AM	2.34	35.8	WARNER	748.2	5.14	6.57	5.06	5.16	6.57	1.55AM	
11.40PM	10.40AM	7.38	12.52PM	12.34PM	3.57	85.4	TINTIC	698.6	3.57	6.14	4.05	4.15	4.25	11.40PM	
2.15AM	12.15PM	8.07	1.45	1.30	4.48	118.1	LYNN DYL	665.9	3.05	5.40	3.15	3.25	2.45AM	10.15	
4.47	2.30	8.59	3.15	2.59	6.10	184.6	BLACK ROCK	599.4	1.31	4.47	1.43	2.00	11.27PM	6.20	
6.30	3.55	9.17	3.55	3.40	6.50	207.2	MILFORD	576.8	1.03	4.29	1.16	1.33	10.45	5.30	
7.50	5.04	9.47	4.48	4.33	7.40	242.6	LUND	541.4	12.15AM	4.04	12.28PM	12.45	8.43	2.45	
8.47	5.57	10.13	5.32	5.17	8.20	274.2	MODENA	509.8	11.36PM	3.40	11.50AM	12.08PM	7.45	1.42PM	
11.45AM	8.00	10.27PM	6.25	6.05	9.00	324.5	PT CALIENTE MT	459.5	10.00	2.21AM	10.15	10.40AM	5.00PM	10.45AM	
2.59PM	10.57PM	12.06AM	8.41	8.15	11.00AM	400.9	MOAPA	388.1	6.37	11.32PM	6.45	7.01	11.43AM	4.32	
8.00PM	3.00AM	1.06	10.10PM	9.45PM	12.25PM	449.8	LAS VEGAS	384.2	5.35	10.43	5.40	6.00	10.00	2.30AM	
2.10AM	8.25AM	2.55	1.12AM	12.52AM	3.07	548.5	KELSO	285.5	2.44	8.40	2.55	3.15	3.45	6.45PM	
8.30	12.15PM	4.03	3.20	3.00	4.40	620.8	YERMO	163.2	1.08	7.22	1.15	1.25	12.30AM	3.30	
2.10AM	1.00	4.22	3.55	3.30	5.10	634.2	BARSTOW	149.8	12.40PM	7.05	12.45AM	12.55AM	10.10PM	12.40PM	
2.45PM	5.45	6.17	6.20	6.00	7.30	715.3	SAN BERNARDINO	67.3	10.20AM	5.23	10.25PM	10.35PM	5.30	8.00AM	
3.00	5.55	6.22	6.30	6.08	7.40	719.0	COLTON	64.3	10.02	5.11	10.07	10.17	3.30	3.00	
3.30	6.15	6.37	6.50	6.30	8.00	725.8	RIVERSIDE	57.5	9.50	5.02	9.55	10.05	2.35	2.00	
5.25	7.15	7.05	7.26	7.15	8.36	751.3	POMONA	32.0	9.08	4.36	9.09	9.22	1.30	12.35AM	
A 7.00PM	A 9.00PM	A 8.00AM	A 8.35AM	A 8.30AM	A 9.45PM	783.9	<b>LOS ANGELES</b>	0.0	8.00AM	3.45PM	8.00PM	8.05PM	12.30PM	11.30PM	

(48.30) 16.2	(39.30) 19.8	(14.50) 52.9	(23.00) 34.1	(23.30) 33.4	(21.10) 37.0	..... Thru Time .....	(21.15) 36.9	(14.57) 52.4	(21.00) 37.3	(21.05) 37.2	(43.30) 18.0	(52.20) 15.0
<p>*Note. No. 103 leaves Salt Lake City on 1st, 7th, 13th, 19th and 25th of each month. No. 104 leaves Los Angeles on 3rd, 9th, 15th, 21st and 27th of each month.</p>												
<p>MILEAGE: Main Line ..... 924.8 Branches ..... 308.6 Total ..... 1233.4</p>												

<b>F. H. KNICKERBOCKER</b> General Manager	<b>G. L. WHIPPLE</b> General Supt. Transp'n.
<b>A. L. COEY, Superintendent</b> ..... Los Angeles, Cal.	
<b>G. J. GLEASON, Trainmaster</b> ..... Los Angeles, Cal.	
<b>N. E. MCKINNON, Trainmaster</b> ..... Las Vegas, Nev.	
<b>R. B. BAIRD, Trainmaster</b> ..... Salt Lake City, Utah	
First, Second and Third Subdivisions and Branches	Fourth, Fifth, Sixth and Provo Subdivisions and Branches
<b>G. A. ZENTMYER, Chief Train Dispatcher</b>	<b>W. J. MORRISON, Chief Train Dispatcher</b>
	<b>O. J. LANGSTON, Night Chief Train Dispatcher</b>
<b>R. W. BRADY</b> <b>F. H. CRAWFORD</b> <b>J. T. WARDENBURG</b> <b>T. W. FRENCH</b>	<b>L. E. HALBERT</b> <b>L. G. CAMPBELL</b> <b>D. M. JONES</b> <b>J. C. HAYMOND</b>
Train Dispatchers, Los Angeles, Cal.	Train Dispatchers, Salt Lake City, Utah

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36"	100	1'10"	51.4
38"	94.7	1'12"	50
40"	90	1'15"	48
42"	85.7	1'20"	45
45"	80	1'25"	42.3
48"	75	1'30"	40
49"	73.5	1'40"	36
50"	72	1'45"	34.3
51"	70.6	1'50"	32.7
52"	69.2	2'	30
53"	67.9	2'10"	27.6
54"	66.6	2'15"	26.6
55"	65.4	2'20"	25.7
56"	64.2	2'30"	24
57"	63.1	2'40"	22.5
58"	62	2'45"	21.8
59"	61	2'50"	21.2
1'	60	3'	20
1' 1"	59	3' 9"	19
1' 2"	58	3' 20"	18
1' 3"	57.1	3' 31"	17
1' 4"	56.2	3' 45"	16
1' 5"	55.3	4'	15
1' 6"	54.5	5'	12
1' 7"	53.7	6'	10
1' 8"	52.9	7' 30"	8
1' 9"	52.1	10'	6

**WESTWARD PROVO SUBDIVISION EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, burglar alarms, scales and telephones.	SECOND CLASS		Distance from Salt Lake City	Time Table No. 9 June 14, 1936	STATIONS	Distance from First Street Los Angeles	SECOND CLASS	
	93 Local Freight	305 Mixed					306 Mixed	94 Local Freight
	Daily	Daily						
WFYOTP	10.30AM	2.00AM	0.0	DN-R SALT LAKE CITY VN-C	800.0	A	1.45PM	A 5.50PM
	10.40	2.10	1.3	EIGHTH SOUTH ST.	798.7		1.30	5.35
	11.30AM	f 2.50AM	12.6	D SANDY BR	787.4	f	12.30PM	4.46PM
2,488 PW	11.40	f 3.00	17.1	D DRAPER A	782.9	f	12.15	4.35
378 P	11.50	f 3.10	22.0	RIDEOUT (Spur)	778.0	f	12.05PM	4.25
3,655 West P 3,453 East P	11.55AM	f 3.20	24.5	MOUNT	775.5	f	11.55AM	4.20
3,503 WYP	12.10PM	f 3.30	29.0	R CUTLER	771.0	f	11.30	4.05
1,697 P	12.15	f 3.35	30.5	D LEHI HI	769.5	f	11.15	3.55
2,245 P	12.22	f 3.42	33.5	D AMERICAN FORK AF	766.5	f	11.05	3.45
			34.0	S. L. & U. CROSSING	766.0			
3,702 P	12.30	f 3.50	36.5	D PLEASANT GROVE GO	763.5	f	10.50	3.35
1,379			38.2	HARDY (Spur)	761.8			
807			40.9	VINEYARD	759.1	f	10.35	3.25
3,708 P	12.45	f 4.05	42.6	LAKEVIEW	757.4	f	10.25	3.15
			42.7	D. & R. G. W. CROSSING	757.3			
FWPOTY	A 1.00PM	s 6.30	47.3	DN-R PROVO VO UR	752.7	s	10.15	3.00PM
733		f 6.40	52.0	SPRINGVILLE	748.0	f	9.00	
1,601 P		f 6.55	55.6	D SPANISH FORK SF	744.4	f	8.47	
2,702 P		f 7.05	58.4	BENJAMIN	741.6	f	8.40	
2,647 PWY		f 7.30	63.2	D PAYSON CN	738.8	f	8.30	
545		f 7.45	67.4	BARRY	732.6	f	8.10	
2,686 P		f 8.06	69.3	SANTAQUIN	730.7	f	8.06	
1,431 P		f 8.13	72.0	YORK	728.0	f	8.00	
2,665 PW		f 8.24	78.0	STARR	722.0	f	7.44	
827		f 8.34	81.6	MONA	718.4	f	7.34	
2,214 P		f 8.38	83.3	BURRISTON	716.7	f	7.30	
2,650 PWY		f 9.01	89.2	D NEPHI NI	710.8	s	7.10	
2,712 P		f 9.20	96.4	SHARP	703.6	f	6.45	
290		f 9.35	101.0	LEVAN (Spur)	699.0	f	6.30	
2,679 P		f 9.45	103.7	JUAB	696.3	f	6.20	
2,636 PW		f 10.05	110.7	MILLS	689.3	f	6.00	
1,310 P		f 10.30	118.9	PARLEY	681.1	f	5.40	
646 P		f 10.35	121.0	SOMA	679.0	f	5.30	
1,511 P		f 10.55	128.7	LEAMINGTON	671.3	f	5.15	
PFTWY	A 11.15AM		134.1	DN-R LYNN DYL NY	665.9	f	5.00AM	

(2.30) 18.9      (9.15) 14.5      ..... Time .....      (8.45) 15.3      (2.50) 16.7  
 ..... Average Speed Per Hour .....

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

Time shown at Salt Lake City and Sandy is for information only. Trains are governed by Central District-Southwestern District joint time-table and rules between Sandy and Salt Lake City, and by Central District time-table and rules within yard limits, Salt Lake City.

WESTWARD

SIXTH SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS						Distance from Salt Lake City	Time Table No. 9		
	259	257	583	103	581	717	7	577		21	June 14, 1936	
	Time Freight	Time Freight	Motor Passenger	Streamliner Passenger	Motor Passenger	Challenger Passenger	Passenger	Motor Passenger		Passenger	STATIONS	
	Daily	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily	Daily			
PFWYTO	7.30PM	6.30AM								0.0	DN-R NORTH YARD	
										1.1	S.L.G. & W. CROSSING	
										1.2	D. & R. G. W. CROSSING	
										2.3	WEST. PAC. CROSSING	
	8.00	6.59								4.4	BUENA VISTA	
PFWYTO			10.45PM	6.10PM	2.45PM	10.35AM	10.00AM	6.45AM	1.35AM	0.0	DN-R SALT LAKE CITY	
			10.52PM	6.16PM	2.52PM	10.43	10.08AM	6.53AM	1.42AM	1.3	EIGHTH SO. ST.	
										1.5	D. & R. G. W. CROSSING	
										1.6	D. & R. G. W. CROSSING	
I										2.0	ENAMEL (Spur)	
821										4.8	BUENA VISTA	
3,887 2,991	P	8.00	6.59	s 11.00	6.20	s 3.00	10.50	10.15	s 6.59	1.50	5.5 RITER	
4,781	P	8.12	7.22	f 11.08	6.24	f 3.08	10.57	10.22	f 7.06	1.56	5.4 DN GARFIELD GF	
3,159	PW	8.24	7.40	s 11.16	6.28	s 3.16	f 11.03	10.29	s 7.17	2.03	1.2 B. & G. CROSSING	
	I										0.3 SMELTER	
924			7.55	s 11.20		s 3.20			s 7.22		0.8 WYE	
	PY			A 11.23PM		A 3.23PM			A 7.25AM		1.6 LAKE POINT	
4,844	P	8.34	8.00		6.32		f 11.09	10.36		2.09	3.9 MORRIS	
3,485	P	8.44	8.10		6.36		f 11.15	10.43		2.15	4.1 ERDA	
4,558	PW	8.54	8.20		6.41		f 11.21	10.50		2.22	4.1 SHIELDS	
4,506	P	9.07	8.33		6.45		f 11.27	10.57		2.28	4.1 DN WARNER DU	
3,782	PY	9.19	8.43		6.49		f 11.33	f 11.04		s 2.34	3.4 BAUER	
2,181	P									39.2	2.2 DN STOCKTON KN	
6,270	PW	9.33	8.52		6.56		f 11.45	11.20		s 2.44	6.5 D ST. JOHN SJ	
4,803	P	9.48	9.07		7.01		f 11.53AM	11.28		f 2.53	6.9 AJAX	
4,608	P	9.58	9.17		7.06		f 12.02PM	11.37		3.02	5.9 FAUST	
2,619 3,605	PW	10.13	9.32		7.11		f 12.12	11.47		3.10	6.1 PEHRSON	
4,557	P	10.33	9.47		7.17		12.21	11.58AM		3.20	3.1 DUNBAR	
4,551	P	10.48	9.57		7.21		f 12.27	12.04PM		3.25	4.2 LOFGREEN	
4,583	PW	11.03	10.10		7.26		f 12.34	12.12		3.32	5.7 BOULTER	
3,725 3,767	P	11.25	10.25		7.32		f 12.43	12.23		3.42	5.6 DN TINTIC U	
3,561 2,584	PFWYTO	11.40PM	10.40		7.38		f 12.52	f 12.34		s 3.57	6.7 McINTYRE	
4,563	P	12.05AM	10.52		7.44		f 1.00	12.42		4.05	6.6 JERIOHO	
3,571	PW	12.25	11.07		7.50		f 1.08	12.50		4.13	5.8 DYER	
4,449	P	12.40	11.17		7.55		1.15	12.58		4.20	4.5 CHAMPLIN	
3,599	P	12.50	11.27		7.58		f 1.20	1.05		4.25	4.0 ADAMS	
4,786	P	12.58	11.35		8.01		f 1.25	1.10		4.29	5.1 DN-R LYNDYL NY	
PFWYTO	A 1.15AM	A 11.45AM	A 8.07PM		A 1.35PM	A 1.20PM		A 4.38AM		118.1	118.1	

(5.45)	(5.15)	(0.38)	(1.57)	(0.38)	(3.00)	(3.20)	(0.40)	(3.03)	.....	Thru Time
20.5	22.5	28.4	60.6	29.4	39.4	35.4	27.0	38.7	.....	Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 577 is superior to No. 578. No. 581 is superior to No. 582. No. 583 is superior to No. 584.

★ Note. No. 103 will run only on the following dates: Due to leave Salt Lake City on the 1st, 7th, 13th, 19th and 25th of each month. The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

Time shown at Salt Lake City is for information only. Trains are governed by Central District-Southwestern District joint time-table and rules between Salt Lake City and Eighth South Street and by Central District time-table and rules within yard limits Salt Lake City.

SIXTH SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS								SECOND CLASS	
	264	262	14	104	578	580	582	8	818	584	264	262
	Time Freight	Time Freight	Passenger	Streamliner Passenger	Motor Passenger	Motor Passenger	Motor Passenger	Passenger	Challenger Passenger	Motor Passenger	Time Freight	Time Freight
PFWYTO	9.00AM	4.50AM										
											8.30	4.00
PFWYTO			A 6.15AM	A 7.42AM	A 8.35AM	A 4.35PM	A 5.10PM	A 6.00PM	A 6.10PM	A 12.34AM		
			6.07AM	7.33AM	8.27AM	4.27PM	5.02PM	5.52PM	5.59PM	12.26AM		
I												
821												
3,887 2,991	P		5.59	7.27	s 8.15	s 4.18	s 4.54	5.44	5.52	s 12.16	8.30	4.00
4,781	P		5.52	7.22	f 8.06	f 4.11	f 4.46	5.38	5.46	f 12.09	8.20	3.40
3,159	PW		f 5.45	7.17	s 7.59	s 4.04	s 4.39	5.32	f 5.40	s 12.02AM	8.10	3.20
	I											
924												
	PY					s 7.55	s 4.00	s 4.35			s 11.59PM	
						7.35AM	3.40PM	3.45PM			11.40PM	
4,844	P		f 5.37	7.13					5.26	5.35	8.00	2.50
3,485	P		f 5.32	7.09					5.21	5.31	7.40	2.35
4,558	PW		f 5.26	7.05					5.16	5.26	7.20	2.22
4,506	P		f 5.20	7.01					5.11	5.21	7.10	2.05
3,782	PY		s 5.14	6.57					f 5.06	f 5.16	6.57	1.55
2,181	P											
6,270	PW		f 5.06	6.52					4.59	f 5.09	6.30	1.35
4,803	P		f 4.57	6.47					4.52	f 5.02	6.10	1.20
4,608	P		f 4.49	6.42					4.45	4.55	5.55	1.05
2,619 3,605	PW		f 4.42	6.38					4.39	4.49	5.40	12.50
4,557	P		f 4.33	6.33					4.33	4.43	5.20	12.30
4,551	P		f 4.28	6.30					4.29	4.39	5.08	12.20
4,583	PW		f 4.22	6.26					4.23	4.33	4.55	12.10AM
3,725 3,767	P		f 4.13	6.21					4.15	4.25	4.40	11.55PM
3,561 2,584	PFYOW		s 3.57	6.14					f 4.05	f 4.15	4.25	11.40
4,563	P		f 3.43	6.07					3.51	4.01	4.05	11.15
3,571	PW		f 3.33	6.00					3.42	3.52	3.40	11.00
4,449	P		3.24	5.54					3.33	3.43	3.24	10.45
3,599	P		f 3.18	5.50					3.27	3.37	3.05	10.35
4,786	P		f 3.12	5.45					3.22	3.32	2.55	10.25
PFWYTO			3.05AM	5.40AM					3.15PM	3.25PM	2.45AM	10.15PM
			Daily	★ See note below	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time	(3.10)	(2.02)	(1.00)	(0.55)	(1.25)	(2.45)	(2.45)	(0.54)	(6.15)	(6.35)
Average speed per hour	37.3	58.1	18.0	19.6	12.7	42.9	42.9	20.0	18.9	17.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 577 is superior to No. 578. No. 581 is superior to No. 582. No. 583 is superior to No. 584.

★ Note. No. 104 will run only on the following dates: Due to leave Lynndyl on the 4th, 10th, 16th, 22nd and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains. No. 578, No. 580, No. 582, and No. 584 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 Central District-Southwestern District joint time-table and rules between Salt Lake City and Eighth South Street and by Central District time-table and rules within yard limits Salt Lake City.

WESTWARD

FIFTH SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger		
	Daily	Daily	★ See note below	Daily	Daily	Daily		
PTWY	12.15PM	2.15AM	8.07PM	1.45PM	1.30PM	4.48AM	118.1	DN-R LYNN DYL NY
3,507 P	12.25	2.30	8.12	f 1.52	1.38	4.54	123.7	5.6 CLINE
4,743 P	12.33	2.42	8.16	f 1.57	1.44	4.59	128.5	4.8 STRONG
2,448 4,679 PWY	12.42	3.00	8.22	s 2.05	f 1.54	s 5.06	134.6	6.1 DELTA AK
3,628 P	12.50	3.10	8.26	f 2.11	2.01	s 5.12	139.6	5.0 OASIS
4,596 P	12.57	3.18	8.29	f 2.16	2.06	5.18	144.1	4.5 VAN
3,973 P	1.04	3.26	8.32	2.22	2.11	5.26	148.5	4.4 JEROME
3,987 P	1.10	3.34	8.35	f 2.33	2.17	f 5.31	153.0	3.5 CLEAR LAKE
4,553 P	1.18	3.42	8.38	2.43	2.28	5.39	158.1	5.1 NEELS
4,563 P	1.28	3.51	8.41	f 2.49	2.34	5.45	163.0	4.9 BORDEN
3,628 P	1.39	4.05	8.47	f 2.57	2.42	5.53	169.4	6.4 BLOOM
4,538 P	1.48 2.10	4.15	8.51	3.02	2.47	5.58	174.4	5.0 CRUZ
4,506 P	2.20	4.25	8.55	f 3.08	2.52	6.03	179.4	5.2 PUMICE
4,582 PW	2.30	4.47	8.59	f 3.15	2.59	f 6.10	184.6	4.7 BLACK ROCK KO
4,492 P	2.38	5.05	9.03	3.21	3.05	6.16	189.3	5.0 MALONE
3,600 P	2.49	5.15	9.07	f 3.27	3.10	6.21	194.3	4.6 READ
4,543 P	2.55	5.28	9.10	3.32	3.15	6.26	198.9	4.1 ZENDA
3,588 P	3.05	5.35	9.13	3.37	3.20	6.31	203.0	4.2 OPAL
PFWY	A 3.15PM	A 5.45AM	A 9.17PM	A 3.45PM	A 3.30PM	A 6.40AM	207.2	DN-R MILFORD FD
								89.1

(3.00) 29.7 (3.30) 25.4 (1.10) 76.4 (2.00) 44.5 (2.00) 44.5 (1.52) 47.7 ..... Thru Time  
..... Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 103 will run only on the following dates: Due to leave Lynndyl on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

FIFTH SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from First Street Los Angeles	Time Table No. 9 June 14, 1936
	14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	262 Time Freight	264 Time Freight		
	Daily	Daily	Daily	Daily	Daily	Daily		
PTWY	A 2.57AM	A 5.40AM	A 3.05PM	A 3.15PM	A 9.15PM	A 1.45AM	665.9	DN-R LYNN DYL NY
3,507 P	f 2.47	5.34	2.54	3.06	9.00	1.31	660.3	5.6 CLINE
4,743 P	2.42	5.30	2.48	3.01	8.40	1.23	655.5	4.8 STRONG
2,448 4,679 PWY	s 2.34	5.25	f 2.40	s 2.54	8.22	1.12	649.5	6.1 DELTA AK
3,628 P	f 2.23	5.21	2.32	f 2.48	8.00	12.58	644.4	5.0 OASIS
4,596 P	2.16	5.18	2.27	2.43	7.50	12.48	639.9	4.5 VAN
3,973 P	2.11	5.15	2.22	2.38	7.40	12.40	635.5	4.4 JEROME
3,987 P	f 2.06	5.12	2.17	2.33	7.30	12.30	631.0	3.5 CLEAR LAKE
4,553 P	f 2.01	5.09	2.11	2.28	7.15	12.18	625.9	5.1 NEELS
4,563 P	f 1.56	5.05	2.06	2.23	7.05	12.10AM	621.0	4.9 BORDEN
3,628 P	f 1.48	4.59	1.58	2.15	6.50	11.56PM	614.6	6.4 BLOOM
4,538 P	1.42	4.55	1.53	2.10	6.40	11.46	609.6	5.0 CRUZ
4,506 P	f 1.37	4.51	1.48	2.05	6.30	11.36	604.6	5.2 PUMICE
4,582 PW	f 1.31	4.47	1.43	f 2.00	6.20	11.27	599.4	4.7 BLACK ROCK KO
4,492 P	1.25	4.43	1.38	1.54	6.10	11.17	594.7	5.0 MALONE
3,600 P	f 1.20	4.39	1.33	1.49	6.00	11.09	589.7	4.6 READ
4,533 P	1.15	4.36	1.28	1.44	5.50	11.02	585.1	4.1 ZENDA
3,588 P	1.10	4.33	1.23	1.40	5.40	10.55	581.0	4.2 OPAL
PFWY	1.03AM	4.29AM	1.16PM	1.33PM	5.30PM	10.45PM	576.8	DN-R MILFORD FD
	Daily	★ See note below	Daily	Daily	Daily	Daily		89.1

Thru Time ..... (1.54) (1.11) (1.49) (1.42) (3.45) (3.00)  
Average speed per hour ..... 46.9 75.3 49.0 52.4 23.8 29.7

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 104 will run only on the following dates: Due to leave Milford on the 4th, 10th, 16th, 22nd and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

**WESTWARD FOURTH SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger		June 14, 1936	
	Daily	Daily	*See note below	Daily	Daily	Daily		STATIONS	
PTYFWO	3.55PM	6.30AM	9.17PM	3.55PM	3.40PM	6.50AM	207.2	DN-R	MILFORD FD
5,103 P	4.10	6.42	9.22	4.03	3.48	6.57	212.3		5.1 UPTON
4,987 P	4.20	6.50	9.26	4.10	3.55	7.03	217.4		5.0 LAHO
4,948 PW	4.29	7.09	9.30	4.19	4.04	7.09	222.4		6.8 THERMO
4,593 P	4.39	7.25	9.35	f 4.27	4.12	f 7.17	229.2		4.3 NADA
5,105 P	4.47	7.33	9.39	4.33	4.17	7.22	233.5		4.7 LATIMER
4,639 P	4.55	7.41	9.43	4.38	4.23	7.27	238.2		4.4 KERR
4,160 PFWY	5.04	7.50	9.47	s 4.48	f 4.33	f 7.40	242.6	DN	LUND UN
3,624 P	5.12	7.58	9.51	4.55	4.40	7.47	247.6		5.0 FORD
4,762 P	5.20	8.08	9.55	5.01	4.46	7.52	252.5		4.9 ZANE
3,619 PW	5.28	8.16	9.59	5.07	4.52	7.57	257.3		4.8 BERYL
3,608 P	5.36	8.24	10.03	5.14	4.59	8.03	262.9		5.6 YALE
4,563 P	5.44	8.33	10.08	5.21	5.06	8.09	268.2		5.3 HEIST
4,853 FWYP	5.57	8.47	10.13	f 5.32	5.17	f 8.20	274.2	DN	MODENA NA
3,575 P	6.05	8.55	10.16	5.37	5.22	8.24	278.1		6.0 TOMAS
3,649 P	6.12	9.02	10.20	5.43	5.28	8.29	282.8		4.7 UVADA
2,510 P	6.20	9.10	10.24	5.50	5.35	8.34	286.2		3.4 LIEN
5,507 PY	6.29	9.20	10.31	f 6.00	5.45	8.41	290.3	D	CRESTLINE NE
4,746 P	6.39	9.30	10.37	6.06	5.51	8.46	294.7		4.4 BROWN
3,615 PW	6.51	9.42	10.43	6.13	5.58	8.52	299.4		4.7 ACOMA
3,588 P	7.06	9.57	10.50	6.22	6.07	9.01	305.4		6.0 BARCLAY
4,947 PY	7.16	10.07	10.56	f 6.29	6.14	9.08	308.7		3.3 ISLEN
4,454 P	7.40	10.27	11.11	6.49	6.34	9.26	315.6		6.9 MINTO
4,836 P	7.50	11.15	11.18	6.55	6.40	9.33	319.7		4.1 ECCLES
PFWYT	A 8.00PM	A 11.45AM	A 11.27PM	A 7.05PM	A 6.50PM	A 9.45AM	324.5	DN-R	CALIENTE CS
	(4.05) 28.7	(5.15) 22.3	(2.10) 54.1	(3.10) 37.0	(3.10) 37.0	(2.55) 40.2			117.3

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 103 will run only on the following dates: Due to leave Milford on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

**FOURTH SUBDIVISION EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from First Street Los Angeles	Time Table No. 9	
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	14 Passenger		June 14, 1936	
	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
PTYFWO	4.30PM	10.00PM	4.29AM	1.08PM	1.25PM	12.55AM	576.8	DN-R	MILFORD FD
5,103 P	4.10	9.50	4.24	1.00	1.17	12.47	571.7		5.1 UPTON
4,987 P	3.28	9.40	4.21	12.55	1.12	12.42	566.6		5.0 LAHO
4,948 PW	3.20	9.30	4.18	12.50	1.07	f 12.37	561.6		6.8 THERMO
4,593 P	3.12	9.08	4.13	12.43	1.00	12.30	554.8		4.3 NADA
5,105 P	3.05	8.58	4.10	12.38	12.55	12.25	550.5		4.7 LATIMER
4,639 P	2.55	8.50	4.07	12.33	12.50	12.20	545.8		4.4 KERR
4,160 PFWY	2.45	8.43	4.04	f 12.28	s 12.45	s 12.15	541.4	DN	LUND UN
3,624 P	2.30	8.33	4.00	12.18	12.36	12.04AM	536.4		5.0 FORD
4,762 P	2.20	8.25	3.57	12.13	12.31	f 11.59PM	531.5		4.9 ZANE
3,619 PW	2.10	8.17	3.53	12.08	f 12.26	11.54	526.7		4.8 BERYL
3,608 P	1.59	8.05	3.49	12.02PM	12.20	11.48	521.1		5.6 YALE
4,563 P	1.51	7.58	3.45	11.56AM	12.14	11.42	515.8		5.3 HEIST
4,853 FWYP	1.42	7.45	3.40	11.50	f 12.08	f 11.36	509.8	DN	MODENA NA
3,575 P	1.32	7.35	3.36	11.44	12.03PM	11.31	505.9		6.0 TOMAS
3,649 P	1.22	7.28	3.32	11.39	11.57AM	f 11.26	501.2		4.7 UVADA
2,510 P	1.16	7.22	3.28	11.34	11.52	11.21	497.8		3.4 LIEN
5,507 PY	1.05	7.15	3.21	11.27	11.45	f 11.14	493.7	D	CRESTLINE NE
4,746 P	12.45	7.03	3.14	11.19	11.38	f 11.07	489.3		4.4 BROWN
3,615 PW	12.30	6.51	3.06	11.10	11.30	f 10.59	484.6		4.7 ACOMA
3,588 P	12.05PM	6.22	2.57	11.00	11.21	f 10.50	478.6		6.0 BARCLAY
4,947 PY	11.50AM	5.48	2.51	10.52	11.14	f 10.38	475.3		3.3 ISLEN
4,454 P	11.27	5.25	2.37	10.32	10.55	f 10.18	468.4		6.9 MINTO
4,836 P	11.15	5.15	2.30	10.25	10.49	f 10.10	464.3		4.1 ECCLES
PFWYT	10.45AM	5.00PM	2.21AM	10.15AM	10.40AM	10.00PM	459.5	DN-R	CALIENTE CS
	(5.45) 20.4	(5.00) 23.5	(2.08) 55.0	(2.53) 40.7	(2.45) 42.7	(2.55) 40.2			117.3

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 104 will run only on the following dates: Due to leave Caliente on the 4th, 10th, 16th, 22nd and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

WESTWARD

THIRD SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936	
	257 Time Freight Daily	259 Time Freight Daily	103 Streamliner Passenger ★See note below	717 Challenger Passenger Daily	7 Passenger Daily	21 Passenger Daily		STATIONS	
								DN-R CALIENTE CS	
WFYTP	8.00PM	11.45AM	10.27PM	6.25PM	6.05PM	9.00AM	324.5	ETNA 5.0	
4,607 P	8.12	12.02PM	10.34	6.32	6.12	9.07	329.5	STINE 4.6	
3,607 P	8.30	12.15	10.40	6.40	6.20	9.16	334.5	BOYD 6.5	
4,889 P	8.42	12.30	10.47	6.48	6.28	9.24	339.1	ELGIN 4.3	
3,589 WP	8.57	12.45	10.56	f 6.59	6.39	9.35	345.6	KYLE 5.0	
2,735 P	9.09	12.57	11.02	7.07	6.47	9.43	349.9	LEITH 5.1	
3,641 YP	9.21	1.09	11.09	7.15	6.55	9.52	354.9	CLOUD 4.9	
2,617 P	9.30	1.30	11.14	7.22	7.02	9.59	360.0	OARP 5.8	
3,418 WFP 2,476 WFP	9.39	1.40	11.19	f 7.35	7.08	10.05	364.9	VIGO 5.0	
4,792 P	9.50	1.51	11.28	7.50	7.24	10.15	370.5	GALT 5.6	
3,623 P	10.02	2.03	11.36	8.02	7.35	10.25	375.5	HOYA 5.0	
2,600 P	10.16	2.17	11.44	8.13	7.46	10.35	381.1	ROX 4.5	
3,812 WP	10.31	2.32	11.50	8.23	7.55	10.42	386.1	FARRIER 5.3	
4,727 P	10.41	2.42	11.56PM	8.29	8.01	10.48	390.6	ACTON 5.0	
2,674 P	10.50	2.51	12.01AM	8.35	8.08	10.54	395.9	MOAPA 5.0	
5,807 WYP	10.57	2.59	12.06	f 8.41	f 8.15	f 11.00	400.9	BYRON 4.6	
2,612 P	11.04	3.08	12.11	8.48	8.23	11.08	405.9	UTE 4.9	
4,666 P	11.23	3.16	12.15	8.54	8.29	11.14	410.5	CRYSTAL 5.6	
2,681 P	11.38	3.25	12.20	8.59	8.35	11.19	415.4	DRY LAKE 5.5	
3,553 WP	11.48PM	3.40	12.25	9.06	8.42	11.26	421.0	GARNET 5.5	
2,702 P	12.01AM	3.55	12.33	9.14	8.51	11.34	426.5	APEX 5.0	
4,525 P	12.15	4.10	12.41	9.21	8.59	11.41	432.0	DIKE 4.6	
2,698 P	12.23	4.20	12.47	9.28	9.06	11.47	437.0	VALLEY 3.7	
3,647 P	12.30	4.30	12.51	9.34	9.12	11.52	441.6	WANN 4.5	
5,045 P	12.38	4.40	12.54	9.40	9.19	11.56AM	445.3	LAS VEGAS VG	
WFYTOP	A 12.50AM	A 5.00PM	A 1.01AM	A 9.50PM	A 9.30PM	A 12.05PM	449.8		
	(4.50) 25.9	(5.15) 23.9	(2.34) 48.8	(3.25) 36.7	(3.25) 36.7	(3.05) 40.6		125.3	
								Thru Time Average speed per hour	

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 103 will run only on the following dates: Due to leave Caliente on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

THIRD SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time Table No. 9 June 14, 1936		FIRST CLASS				SECOND CLASS		
	STATIONS		8 Passenger	818 Challenger Passenger	14 Passenger	104 Streamliner Passenger	262 Time Freight	264 Time Freight	
	DN-R CALIENTE CS		A 9.00AM	A 9.20AM	A 8.50PM	A 1.21AM	A 8.30AM	A 3.00PM	
WFYTP	DN-R CALIENTE CS	459.5	9.00AM	9.20AM	8.50PM	1.21AM	8.30AM	3.00PM	
4,607 P	ETNA 5.0	454.5	8.50	9.07	f 8.40	1.13	8.15	2.45	
3,607 P	STINE 4.6	449.5	8.40	8.55	f 8.30	1.05	8.05	2.33	
4,889 P	BOYD 6.5	444.9	8.31	8.46	8.21	12.57	7.50	2.20	
3,589 WP	ELGIN 4.3	438.4	8.19	8.34	f 8.09	12.47	7.27	2.05	
2,735 P	KYLE 5.0	434.1	8.11	8.26	f 8.01	12.40	7.07	1.52	
3,641 YP	LEITH 5.1	429.1	8.02	8.17	f 7.52	12.31	6.52	1.40	
2,617 P	CLOUD 4.9	424.0	7.55	8.10	7.46	12.25	6.40	1.30	
3,418 WFP 2,476 WFP	DN OARP CA	419.1	7.48	8.03	f 7.35	12.19	6.25	1.20	
4,792 P	VIGO 5.0	413.5	7.31	7.47	7.24	12.11	5.58	12.55	
3,623 P	GALT 5.6	408.5	7.21	7.37	f 7.13	12.03AM	5.43	12.42	
2,690 P	HOYA 5.0	402.9	7.12	7.28	f 7.04	11.55PM	5.28	12.28	
3,812 WP	ROX 4.5	397.9	7.04	7.20	f 6.56	11.49	5.15	12.15	
4,727 P	FARRIER 5.3	393.4	6.57	7.13	6.49	11.42	4.58	12.01PM	
2,674 P	ACTON 5.0	388.1	6.51	7.07	f 6.43	11.37	4.45	11.52AM	
5,807 WYP	D MOAPA MA	383.1	6.45	f 7.01	f 6.37	11.32	4.32	11.43	
2,612 P	BYRON 4.6	378.1	6.40	6.55	f 6.30	11.27	4.22	11.35	
4,666 P	UTE 4.9	373.5	6.35	6.50	6.25	11.23	4.12	11.28	
2,681 P	CRYSTAL 5.6	368.6	6.30	6.45	f 6.20	11.19	4.03	11.19	
3,553 WP	DRY LAKE 5.5	363.0	6.24	6.39	f 6.14	11.14	3.50	11.05	
2,702 P	GARNET 5.5	357.5	6.16	6.32	f 6.07	11.08	3.37	10.53	
4,525 P	APEX 5.0	352.0	6.08	6.24	5.59	11.03	3.25	10.40	
2,698 P	DIKE 4.6	347.0	5.58	6.15	f 5.50	10.56	3.05	10.25	
3,647 P	VALLEY 3.7	342.4	5.52	6.10	5.45	10.51	2.55	10.16	
5,045 P	WANN 4.5	338.7	5.47	6.06	f 5.41	10.48	2.45	10.10	
WFYTOP	DN-R LAS VEGAS VG	334.2	5.40AM	6.00AM	5.35PM	10.43PM	2.30AM	10.00AM	
	125.3		Daily	Daily	Daily	★See note below	Daily	Daily	
			Thru Time	(3.20) 37.6	(3.20) 37.6	(3.15) 38.5	(2.38) 47.6	(6.00) 20.9	(5.00) 25.1
			Average speed per hour						

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 104 will run only on the following dates: Due to leave Las Vegas on the 3rd, 9th, 15th, 21st and 27th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

**WESTWARD SECOND SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight	257 Time Freight	717 Challenger Passenger	7 Passenger	21 Passenger	103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	★See note below	
WFTYOP	8.00PM	3.00AM	10.10PM	9.45PM	12.25PM	1.06AM	449.8
4,707 P	8.15	3.15	10.18	9.57	12.34	1.13	454.7
							457.0
2,656 P	8.30	3.23	10.27	10.05	12.40	1.19	459.4
3,325 WP	8.40	3.28	10.32	10.11	12.45	1.21	461.5
2,659 P	8.50	3.36	10.37	10.22	12.49	1.24	463.7
3,819 P	9.10	3.54	10.47	10.31	12.59	1.32	469.0
4,688 P	9.30	4.04	10.58	10.40	1.09	1.40	474.7
2,599 P	10.02	4.11	11.04	10.45	1.14	1.43	478.8
3,304 P	10.15	4.18	11.10	10.50	f 1.20	1.47	482.9
4,811 P	10.18	4.26 4.50	11.16	10.56	1.26	1.50	487.7
3,357 P	10.25	5.05	11.21	11.01	1.31	1.53	492.8
4,784 P	10.35	5.15	11.26	11.06	1.36	1.56	496.8
3,761 WFP	10.50	5.25	11.36	11.16	f 1.41	2.00	501.5
4,641 P	11.05	5.40	11.46	11.26	f 1.50	2.05	506.5
4,785 P	11.20	5.55	11.55PM	11.35	1.59	2.11	511.9
4,727 WP	11.44PM	6.10	12.04AM	11.44	f 2.09	2.17	516.5
4,691 P	12.13AM	6.20	12.13	11.53PM	2.17	2.23	521.1
4,719 P	12.30	6.35	12.22	12.02AM	2.25	2.29	526.0
2,388 } YP 4,601 }	12.45	6.50	12.30	12.10	f 2.31	2.35	529.8
4,376 WP	1.05	7.15	12.36	12.16	2.37	2.40	533.8
4,236 P	1.15	7.25	12.42	12.22	2.42	2.43	536.9
4,236 P	1.40	7.50	12.49	12.29	2.48	2.47	540.6
4,256 P	1.55	8.05	12.57	12.37	2.55	2.51	544.9
6,780 } WF 3,521 } YP	2.10	8.25	s 1.12	s 12.52	s 3.07	2.55	548.5
5,339 P	2.17	8.35	1.18	12.58	3.13	2.59	553.4
4,954 P	2.32	8.45	1.24	1.05	3.18	3.03	558.1
4,355 P	2.44	8.55	1.29	1.11	f 3.22	3.06	562.1
4,635 WP	2.55	9.10	1.34	1.17	f 3.26	3.09	566.4
4,796 P	3.13	9.20	1.41	1.24	f 3.32	3.13	572.1
2,602 P	3.55	9.30	1.46	1.31	3.37	3.17	577.2
4,670 IP	4.10	9.35	f 1.50	1.35	f 3.40	3.19	579.7
2,661 P	4.25	9.40	2.00	1.39	3.43	3.21	582.1
4,788 P	4.45	9.50	2.09	1.53	3.48	3.26	587.1
2,497 P	5.10	10.05	2.20	2.01	3.54	3.32	592.5
4,753 P	5.35	10.20	2.27	2.10	4.00	3.38	596.7
4,763 P	5.55	10.35	2.34	2.17	4.05	3.45	601.6
3,025 P	6.15	10.50	2.41	2.23	4.10	3.49	606.2
5,002 WP	6.30	11.00	2.48	2.29	4.15	3.53	610.7
3,189 P	6.40	11.10	2.55	2.35	4.20	3.57	615.7
WFTYP	A 7.00AM	A 11.30AM	A 3.05AM	A 2.45AM	A 4.30PM	A 4.03AM	620.8

Time Table No. 9  
June 14, 1936

STATIONS	
DN-R LAS VEGAS VG	
4.9	
BRACKEN	
2.3	
BOULDER JCT.	
2.4	
PIERCE	
2.1	
D ARDEN A	
2.2	
BARD	
5.3	
D SLOAN SX	
5.7	
ERIE	
3.6	
SUTOR	
4.6	
D JEAN JE	
4.8	
BORAX	
4.6	
ROACH	
4.5	
CALADA	
4.7	
DESERT	
5.0	
DN NIPTON CH	
5.4	
MOORE	
4.6	
IVANPAH	
4.6	
BRANT	
4.9	
JOSHUA	
3.8	
DN CIMA G	
4.0	
CHASE	
3.1	
ELORA	
3.7	
DAWES	
4.3	
HAYDEN	
3.6	
DN-R KELSO FO	
4.9	
FLYNN	
4.7	
KERENS	
4.0	
GLASGOW	
4.3	
SANDS	
5.7	
BALCH	
5.1	
CORK	
2.5	
DN CRUCERO T. & T. Crossing CR	
2.4	
KING	
5.0	
BAXTER	
5.4	
AFTON	
4.2	
DUNN	
4.9	
FIELD	
4.6	
MANIX	
4.5	
HARVARD	
5.0	
TOOMEY	
5.1	
DN-R YERMO BN	
171.0	

Automatic Block Signals

Thru Time (11.00) (8.30) (4.55) (5.00) (4.05) (2.57) Thru Time  
Average speed per hour 15.5 20.1 34.8 34.2 41.9 58.0

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.  
★ Note. No. 103 will run only on the following dates: Due to leave Las Vegas on the 2nd, 8th, 14th, 20th and 26th of each month.  
The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.  
No. 21 will stop at any station in California to let off revenue passengers from Salt Lake and points east.

**SECOND SUBDIVISION EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from First Street Los Angeles	FIRST CLASS				SECOND CLASS		
		8 Passenger	818 Challenger Passenger	14 Passenger	104 Streamliner Passenger	264 Time Freight	262 Time Freight	
		Daily	Daily	Daily	Daily	Daily	Daily	
WFTYOP	834.2	A 5.25AM	A 5.45AM	A 5.20PM	A 10.38PM	A 8.30AM	A 12.30AM	
4,707 P	829.3	5.16	5.35	5.10	10.31	8.17	12.05AM	
	827.0							
2,656 P	824.6	5.11	5.29	5.05	10.27	8.05	11.45PM	
3,325 WP	822.5	5.08	5.26	f 5.02	10.24	7.57	11.36	
2,659 P	820.3	5.05	5.23	4.59	10.22	7.52	11.30	
3,819 P	815.0	4.57	5.16	f 4.51	10.14	7.40	11.15	
4,688 P	809.3	4.48	5.07	4.42	10.07	7.25	10.58	
2,599 P	805.7	4.43	5.02	4.36	10.02	7.15	10.45	
3,304 P	801.1	4.37	f 4.56	f 4.30	9.57	7.05	10.15	
4,811 P	296.3	4.31	4.50	4.23	9.53	6.55	9.58	
3,357 P	291.7	4.25	4.44	4.17	9.48	6.45	9.48	
4,784 P	287.2	4.20	4.39	4.12	9.44	6.35	9.25	
3,761 WFP	282.5	4.15	4.34	4.07	9.40	6.25	9.15	
4,641 P	277.5	4.09	f 4.28	f 4.02	9.35	6.10	8.59	
4,785 P	272.1	4.02	4.21	3.55	9.30	5.55	8.50	
4,727 WP	267.5	3.57	4.16	f 3.50	9.26	5.40	8.40	
4,691 P	262.9	3.51	4.11	3.44	9.22	5.30	8.30	
4,719 P	258.0	3.45	4.06	3.38	9.18	5.22	8.20	
2,388 } YP 4,601 }	254.2	3.40	4.01	f 3.33	9.13	5.15	8.10	
4,376 WP	250.2	3.30	3.51	3.22	9.04	4.57	7.50	
4,236 P	247.1	3.23	3.43	3.15	8.59	4.45	7.35	
4,236 P	243.4	3.14	3.34	3.06	8.53	4.32	7.15	
4,256 P	239.1	3.05	3.25	2.55	8.46	4.20	7.00	
6,780 } WF 3,521 } YP	DN-R KELSO FO	235.5	s 2.55	s 3.15	s 2.44	8.40	4.05	6.45
5,339 P	230.6	2.38	2.59	2.28	8.29	3.45	6.22	
4,954 P	225.9	2.32	2.50	2.22	8.23	3.32	6.10	
4,355 P	221.9	2.26	2.44	2.17	8.18	3.20	5.55	
4,635 WP	217.6	2.20	2.37	2.12	8.13	3.09	5.45	
4,796 P	211.9	2.13	2.30	2.05	8.08	2.30	5.30	
2,602 P	206.8	2.06	2.23	1.59	8.04	2.06	5.18	
4,670 IP	DN CRUCERO T. & T. Crossing CR	204.8	2.03	f 2.20	f 1.56	8.02	1.50	5.13
2,661 P	201.9	2.00	2.17	f 1.53	8.00	1.39	5.08	
4,788 P	196.9	1.53	2.09	1.48	7.56	1.26	4.58	
2,497 P	191.5	1.46	2.01	f 1.41	7.49	1.17	4.48	
4,753 P	187.8	1.41	1.52	1.35	7.44	1.10	4.36	
4,763 P	182.4	1.36	1.47	f 1.29	7.39	1.01	4.25	
3,025 P	177.8	1.31	1.42	1.24	7.35	12.53	4.10	
5,002 WP	173.3	1.26	1.37	1.19	7.32	12.46	3.50	
3,189 P	168.3	1.21	1.32	1.14	7.28	12.38	3.40	
WFTYP	DN-R YERMO BN	163.2	1.15AM	1.25AM	1.08PM	7.22PM	12.30AM	3.30PM
			Daily	Daily	Daily	★See note below	Daily	Daily

Thru Time (4.10) (4.20) (4.12) (3.16) (8.00) (9.00)  
Average speed per hour 41.0 39.5 40.3 52.4 21.4 19.0

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.  
★ Note. No. 104 will run only on the following dates: Due to leave Yermo on the 3rd, 9th, 15th, 21st and 27th of each month.  
The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet in the clear and location of locking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936	STATIONS	
	257 Time Freight Daily	259 Time Freight Daily	21 Passenger Daily	103 Streamliner Passenger ★ See note below	717 Challenger Passenger Daily	7 Passenger Daily				Automatic Block Signals
WFTYP			4.40PM	4.03AM	3.20AM	3.00AM	620.8	DN-R YERMO 4.6 BN		
			4.50PM	4.11AM	3.30AM	3.10AM	625.4	DN-R DAGGETT 8.3 H		
			s 5.10	4.22	s 3.55	s 3.30	634.2	BARSTOW 8.1 BA		
			s 7.30	6.17	s 6.22	s 6.00	715.3	SAN BERNARDINO 8.1 B		
			f 7.40	6.22	f 6.30	6.08	719.0	COLTON 8.7		
I			7.50PM	6.35AM	6.43AM	6.20AM	725.1	S.P. and A. T. & S. F. Crossings 6.1		
WP	6.15PM	3.30PM	s 8.00	6.37	s 6.50	s 6.30	725.8	RIVERSIDE JCT. 0.7 D Track		
I							728.1	DN-R RIVERSIDE 2.3 VN		
2,232 P	6.25	3.50					729.5	MAGNOLIA AVE. (P. E. Csg.) 1.4		
3,158 P	6.33	4.00					733.5	STREETER 4.0		
3,828 YP	6.38	4.15					735.0	PEDLEY 1.5		
2,130 P	6.43	4.25					737.7	BLY 2.7		
1,986 P	6.51	4.47					741.6	MIRA LOMA 3.9		
							745.2	COLLINS 3.6		
3,464 WP	7.02	5.00	f 8.27	6.58	f 7.17	7.04	745.5	S. P. CROSSING 0.3		
							745.6	DN ONTARIO 0.1 RA		
3,024 P	7.07	5.10					747.8	S. P. CROSSING 2.2		
3,544 IP	7.12	5.20					750.3	SUNSWEEP 2.5		
2,520 WP	7.15	5.25	f 8.36	7.05	f 7.26	7.15	751.3	DN WO TOWER 1.0 WO		
4,870 P	7.25	5.35					754.4	POMONA 3.1 PO		
2,273 P	7.34	5.45					758.9	SPADRA 4.5		
2,945 P	7.45	5.55					763.4	D WALNUT 4.5 WA		
5,217 WP	7.55	6.05					766.3	ROWLAND 2.9		
2,654 P	8.03	6.15					769.6	D HILLGROVE 3.3 BG		
	8.10	6.25					772.4	CLAYTON 2.8		
2,606 P	8.15	6.30	f 9.11	7.28	f 7.58	7.51	773.0	WHITTIER JCT. 0.6		
4,687 P	8.23 8.33	6.40					774.8	D PICO 1.8 K		
							777.6	D MONTEBELLO 2.8 MK		
			s 9.20	s 7.37	s 8.09	s 8.03	777.7	EAST LOS ANGELES 0.1		
WFTYOP	A 9.00PM	A 7.00PM	9.25	7.40	8.14	8.09	779.6	TELEGRAPH ROAD 1.9		
P					8.16	8.11	780.5	DN-R EAST YARD 0.9 D		
P					8.19	8.14	781.4	R DOWNEY ROAD 0.9 Dbl. Trk.		
I							781.5	R BRIDGE JCT. 0.1		
P							781.8	REDONDO TOWER 0.3 A. T. & S. F. Crossing		
P							782.4	R SANTA FE AVE. S. P. Tfr. 0.6		
P			A 9.45PM	A 8.00AM	A 8.35AM	A 8.30AM	783.9	R WASHN. ST. JCT. 1.5		
								DN-R LOS ANGELES 0.6 NG		
								Central Station		
								W 163.1 E 163.8		

(2.45) (3.30) (5.05) (3.57) (5.15) (5.30) ..... Thru Time  
19.6 15.4 32.1 41.3 31.1 29.6 ..... Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.  
 ★ Note. No. 103 will run only on the following dates: Due to leave Yermo on the 2nd, 8th, 14th, 20th and 26th of each month.  
 The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.  
 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. Co. time-table and rules while using their tracks between Washington St. Jct. and Central Station.  
 Trains 7 and 8 will stop at Pico, Pomona, Ontario and Colton to let off or pick up revenue passengers to or from Salt Lake and points east.  
 No. 21 will stop at any station in California to let off revenue passengers from Salt Lake and points east.

FIRST SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time Table No. 9 June 14, 1936	STATIONS	Distance from First Street Los Angeles	FIRST CLASS				SECOND CLASS	
				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	264 Time Freight	262 Time Freight
WFTYP		DN-R YERMO 4.6 BN	163.2	A 1.00PM	A 7.22PM	A 1.05AM	A 1.15AM		
		DN-R DAGGETT 8.3 H	158.6	12.52PM	7.15PM	12.57AM	1.07AM		
		BARSTOW 8.1 BA	149.8	s 12.40PM	7.05	s 12.45AM	s 12.55AM		
		SAN BERNARDINO 8.1 B	67.3	s 10.20AM	5.23	s 10.25PM	s 10.35PM		
		COLTON 8.7	64.3	f 10.02	5.11	10.07	f 10.17		
I		S. P. and A. T. & S. F. Crossing 6.1	58.2	9.52AM	5.03	9.57PM	10.07PM		
WP		RIVERSIDE JCT. 0.7 D Track	57.5	s 9.50	5.02	s 9.55	s 10.05	A 2.35PM	A 2.00AM
I		DN-R RIVERSIDE 2.3 VN	55.2						
2,232 P		MAGNOLIA AVE. P. E. Crossing 1.4	53.8	9.36	4.57	9.41	9.54	2.25	1.45
3,158 P		STREETER 4.0	49.8	9.32	4.53	9.35	9.48	2.15	1.35
3,828 YP		PEDLEY 1.5	48.3	9.30	4.52	9.33	9.46	2.10	1.30
2,130 P		BLY 2.7	45.6	9.27	4.50	9.29	9.42	2.06	1.25
1,986 P		MIRA LOMA 3.9	41.7	9.23	4.47	9.24	9.37	2.00	1.15
		COLLINS 3.6	38.1						
3,464 WP		S. P. CROSSING 0.3	37.8	s 9.18	4.43	9.19	f 9.32	1.50	1.00
		DN ONTARIO 0.1 RA	37.7						
3,024 P		S. P. CROSSING 2.2	35.5	9.13	4.40	9.14	9.27	1.40	12.45
3,544 IP		SUNSWEEP 2.5	33.0	9.10	4.37	9.11	9.24	1.35	12.40
2,520 WP		DN WO TOWER 1.0 WO	32.0	s 9.08	4.36	9.09	f 9.22	1.30	12.35
4,870 P		POMONA 3.1 PO	28.9	8.59	4.31	8.59	9.13	1.23	12.25
2,273 P		SPADRA 4.5	24.4	8.53	4.26	8.52	9.06	1.17	12.15
2,945 P		D WALNUT 4.5 WA	19.9	8.47	4.21	8.46	8.58	1.09	12.06
5,217 P		ROWLAND 2.9	17.0	8.43	4.18	8.42	8.47	1.04	12.01AM
2,654 P		D HILLGROVE 3.3 BG	13.7	8.38	4.15	8.37	8.42	12.58	11.54PM
		CLAYTON 2.8	10.9	8.34	4.12	8.33	8.38	12.52	11.48
		WHITTIER JCT. 0.6	10.3	f 8.33	4.11	8.32	f 8.37	12.50	11.45
2,606 P		D PICO 1.8 K	8.5	8.29	4.09	8.28	8.33	12.45	11.40
4,687 P		D MONTEBELLO 2.8 MK	5.7	s 8.25	s 4.05	s 8.24	s 8.29		
		EAST LOS ANGELES 0.1	5.6						
WFTYOP		TELEGRAPH ROAD 1.9	3.7	8.18	4.00	8.17	8.22	12.30PM	11.30PM
P		DN-R EAST YARD 0.9 D	2.8	8.16					
P		R DOWNEY ROAD 0.9 Dbl. Trk.		8.14					
I		R BRIDGE JCT. 0.1							
P		REDONDO TOWER 0.3 A. T. & S. F. Crossing							
P		R SANTA FE AVE. S. P. Tfr. 0.6							
P		R WASHN. ST. JCT. 1.5		8.10AM	3.53PM	8.10PM	8.15		
P		DN-R LOS ANGELES 0.6 NG		8.00AM	3.45PM	8.00PM	8.05PM		
		Central Station							
		W 163.1 E 163.8		Daily	★ See Note below	Daily	Daily	Daily	Daily

Thru Time ..... (5.00) (3.37) (5.05) (5.10) (2.05) (2.30)  
Average speed per hour ..... 32.8 44.8 32.2 31.7 25.8 21.5

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.  
 ★ Note. No. 104 will run only on the following dates: Due to leave Los Angeles on the 3rd, 9th, 15th, 21st, and 27th of each month.  
 The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.  
 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. Co. time-table and rules while using their tracks between Washington St. Jct. and Central Station.  
 Trains 7 and 8 will stop at Pico, Pomona, Ontario and Colton to let off or pick up revenue passengers to or from Salt Lake and points east.

Westward—EUREKA BRANCH—Eastward					Westward—SILVER CITY BRANCH—Eastward					West'd—MAMMOTH BRANCH—East'd										
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Tintic	Time Table No. 9 June 14, 1936			Distance from Eureka	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Tintic	Time Table No. 9 June 14, 1936			Distance from Silver City	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Mammoth Junc.	Time Table No. 9 June 14, 1936			Distance from Mammoth			
		STATIONS						STATIONS						STATIONS						
		POW FY	0.0	DN				TINTIC 0.8	U	3.6				POW FY	0.0	DN		TINTIC 0.8	U	2.4
	0.8		TINTIC WYE 0.8		2.8		0.8		TINTIC WYE 1.6		1.6									
	1.6		MAMMOTH JCT. 2.0		2.0		2.4		SILVER CITY 2.4		0.0									
295	3.6	D	EUREKA 3.6	RK	0.0															

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Trains running between Union Pacific crossing and Mammoth will be governed by Union Pacific and D. & R. G. W. joint time-table. All trains and engines moving between Union Pacific crossing and Mammoth will operate in compliance with Rule 93. Switching must not be done or cars left standing on main track without engine attached. D. & R. G. W. Rule 93 reads as follows: Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, protecting against first class trains. Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests entirely with the approaching train or engine.

West'd—ST. THOMAS BRANCH—East'd										Westward—BOULDER CITY BRANCH—Eastward										
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Moapa	Time Table No. 9 June 14, 1936			Distance from St. Thomas	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Boulder Jct.	Time Table No. 9 June 14, 1936			Distance from Boulder City	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Boulder City	Time Table No. 9 June 14, 1936			Distance from Boulder City			
		STATIONS						STATIONS						STATIONS						
		7,796 WY	0.0	DN-R				MOAPA 5.1	MA	21.3										
642	5.1		NARROWS 3.7		16.2															
230	8.8		PUEBLO 1.4		12.5															
534	10.2		LOGANDALE 2.6		11.1															
253	12.8		TOKIO 2.0		8.5															
612	14.8		OVERTON 6.5		6.5															
642 Y	21.3	R	ST. THOMAS 21.3		0.0															

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 419 is superior to No. 420.

Westward—FAIRFIELD BRANCH—Eastward										
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS 415 Local Freight Tuesday and Friday	Distance from Outlier	Time Table No. 9 June 14, 1936			Distance from Toplift	SECOND CLASS 416 Local Freight			
			STATIONS							
			3,503 PFWY	10.00AM	0.0			R	CUTLER 1.9	29.3
		1.9		S. L. & U. CROSSING 0.7	27.4					
		2.6		ROBERTS (Spur) 2.3	26.7					
	10.15	4.9		OLINTON 7.8	24.4	1.25				
453		12.7		DAHL (Spur) 2.6	16.6					
		15.2	W	OEDAR FORT 2.2	14.1					
450		17.4		FLOYD (Spur) 2.9	11.9					
1,160	11.03	20.3		FAIRFIELD 3.3	9.0	12.37				
845	11.15	23.6		5 MILE PASS 5.7	5.7	12.25				
2,024 PYW	A 11.35AM	29.3		TOPLIFF 29.3	0.0	12.05PM				

Westward—PIOCHE BRANCH—Eastward										
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS 303 Mixed Daily Except Sunday	Distance from Caliente	Time Table No. 9 June 14, 1936			Distance from Pioche	SECOND CLASS 304 Mixed			
			STATIONS							
			PWFTY	7.30AM	0.0			DN-R	CALIENTE 6.0	32.7
		6.0		PEOK 5.9	26.7					
109		11.9		COMET (Spur) 2.6	20.8					
1,492	s 8.43	14.5		PANAOA 5.9	18.2	s 12.47				
		20.4	W	WATER TANK 1.0	12.3					
1,051	s 9.18	21.4		DELMUES 11.3	11.3	s 12.12PM				
737 WY	A 10.15AM	32.7	D	PIOCHE 32.7	0.0	11.15AM				

(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. EXCEPTION—No. 303 is superior to No. 304.

Westward—FRISCO BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Milford	Time Table No. 9 June 14, 1936			Distance from Newhouse				
		STATIONS							
		POWFTY	0.0	DN-R		MILFORD 2.0	FD	23.5	
	2.0		MOSCOO 4.2		21.5				
	6.2		HICKORY 3.7		17.3				
621	9.9		SOLUS 7.0		13.6				
388	16.9		FRISCO 6.6		6.6				
331 Y	23.5		NEWHOUSE 23.5		0.0				

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

Westward—FILLMORE BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Delta	Time Table No. 9 June 14, 1936			Distance from Fillmore				
		STATIONS							
		YWP	0.0	DN		DELTA 8.7	AK	32.2	
911	8.7		HARDING 6.8		23.5				
931	15.5		McCORNICK 6.2		16.7				
1,689	21.7		GREENWOOD 3.1		10.5				
468	24.8		EDWARDS (Spur) 2.5		7.4				
473	27.3		FLANDRO (Spur) 4.9		4.9				
1,492 YW	32.2	D	FILLMORE 32.2	FI	0.0				

West'd—IRON MOUNTAIN BRANCH—East'd									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Iron Springs	Time Table No. 9 June 14, 1936			Distance from Iron Mountain				
		STATIONS							
		WDYP	0.0	D		IRON SPRINGS 3.9	GS	14.7	
	3.9		DESERT MOUND 9.4		10.8				
2,089 Y	13.3		WYE 1.4		1.4				
1,445	14.7		IRON MOUNTAIN 14.7		0.0				

WESTWARD CEDAR CITY BRANCH EASTWARD										
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS 417 Local Freight Daily Except Sunday	Distance from Lund	Time Table No. 9 June 14, 1936			Distance from Cedar City	SECOND CLASS 418 Local Freight			
			STATIONS							
			YFWP	7.30AM	0.0			DN-R	LUND 9.4	UN
1,721 P	7.55	9.4		AVON 11.6		23.1		6.15		
3,979 WOYP	8.20	21.0	D	IRON SPRINGS 4.2	GS	11.5		5.50		
1,227 P	8.45	25.2		HALIVAH 5.1		7.3		5.20		
		30.3		STOCK YARDS (Spur) 2.2		2.2				
1,440 LoopWP	A 9.30AM	32.5	DN-R	CEDAR CITY 32.5	CD	0.0		5.00AM		

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

**Westward—SAN PEDRO BRANCH—Eastward**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Downey Road	Time Table No. 9		Distance from E. San Pedro
		June 14, 1936		
STATIONS				
	0.0			
	0.3	DN		
I-Tr P	0.3		HOBART A. T. and S. F. Crossing	22.8
	1.1			
3.033 PW	1.4		FRUITLAND	21.7
	1.1			
827 P	2.5	D	BELL	20.6
	2.1			
	4.6		SOUTH GATE S. P. Crossing	18.5
	2.0			
717	6.6		WORKMAN	16.5
	0.6			
267 Spur	7.2		RANCHO LOS AMIGOS	15.9
	1.8			
3.023	9.0		CLEARWATER	14.1
	0.7			
	9.7	D	HYNES	13.4
	1.8			
3.709 P	11.5		RIOCO	11.6
	3.1			
	14.6		COTA P. E. Crossing	8.5
	1.7			
4.635	16.3		MANUEL	6.8
	2.6			
	18.9		THENARD S. P. & P. E. Crossings	4.2
	0.6			
	19.5		WILMINGTON	3.6
	0.9			
	20.4		BADGER AVE. DRAWBRIDGE	2.7
	1.0			
PWTY	21.4		TERMINAL ISLD.	0.7
	1.7			
P	23.1	D	EAST SAN PEDRO	0.0
			23.1	

**Westward—PASADENA BRANCH—Eastward**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Pasadena	Time Table No. 9		Distance from Bridge Jct.
		June 14, 1936		
STATIONS				
	0.0	D	PASADENA	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			
	8.9		ALHAMBRA AVE. S. P. Crossing	3.1
	0.5			
	9.4		MACY ST.	2.6
	0.2			
	9.6		ALISO ST.	2.4
	1.9			
	11.5		NINTH ST. JCT.	0.5
	0.5			
P	12.0		BRIDGE JCT.	0.0
			12.0	

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

**Westward—ANAHEIM BRANCH—Eastward**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Anaheim	Time Table No. 9		Distance from Whittier Jct.
		June 14, 1936		
STATIONS				
2,304 WT	0.0	D	ANAHEIM	20.0
	2.7	D	FULLERTON	17.3
716	4.5	I	A. T. & S. F. CROSSING	15.5
	6.2		SUNNY HILLS	13.8
473	7.9		VIEJO	12.1
1,223	9.5	I	PAO. ELEC. CROSSING	10.5
	10.3	D	LA HABRA	9.7
996	17.7	D	WHITTIER	2.3
1,037	20.0	P	WHITTIER JCT.	0.0
			20.0	

**Westward—RIALTO BRANCH—Eastward**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from End of Track	Time Table No. 9		Distance from Riverside Jct.
		June 14, 1936		
STATIONS				
	0.0		END OF TRACK	9.3
	0.3		RIALTO	9.0
	0.3		A. T. and S. F. Crossing	
	0.8		POOLE	8.5
1,361 P	3.0		BLOOMINGTON	6.3
	3.0	Spur P	S. P. Crossing	
333	5.8		CRESTMORE	3.5
	6.0		R. P. CEMENT CO. R. R. CROSSING	3.3
	6.4		RANURA	2.9
	7.1		ALVARADO	2.2
174	7.8		EL RIO	1.5
	8.0		ALAMO	1.3
	8.3		FAIRMONT PARK	1.0
	8.5		HANCOCK	0.8
122 P	9.0		S. P. INTERCHANGE	0.3
	9.3	I	RIVERSIDE JCT.	0.0
			9.3	

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

**Westward—GLENDALE BRANCH—Eastward**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Glendale	Time Table No. 9		Distance from Rock Jct.
		June 14, 1936		
STATIONS				
	0.0		GLENDALE	5.4
313	1.8		FOREST LAWN	3.6
97	5.4		A. T. and S. F. Crossing	0.0
392			ROCK JCT.	
			6.2	

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

**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  
 Salt Lake City..... H. B. Miller Co., 460 W. 2d South St.  
 Provo..... W. E. Mitchell, 34 West Center St.  
 Eureka..... John Morley & Son  
 Cedar City..... H. Ray Bush  
 Milford..... M. J. Christensen  
 Las Vegas..... M. W. Davis  
 Victorville..... W. H. Whittemore  
 San Bernardino..... Arthur's Jewelry Store  
 Riverside..... Frank S. Fisher, 3866 Main St.  
 San Pedro..... A. J. Bryngelson, 261 W. 6th St.  
 Long Beach..... Boyson Jewelry Co., 215 Pine Ave.  
 Pasadena..... Arnold's Jewelry Co., 345 E. Colorado St.  
 Huntington Park..... James Podmore, 6315 So. Pacific Blvd.  
 Los 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.  
 Los Angeles..... Geo. T. Johnson, 631 So. Main St.

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

North Yard..... Telegraph Office  
 North Yard..... Engineer's Register Room  
 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  
 Tintic..... Telegraph Office  
 Lyndyl..... Telegraph Office  
 Milford..... Telegraph Office  
 Lund..... Telegraph Office  
 Caliente..... Depot Register Room  
 Caliente..... Engineer's Register Room  
 Las Vegas..... Round House  
 Las Vegas..... Engineer's Locker Room  
 Las Vegas..... Telegraph Office  
 Kelso..... Telegraph Office  
 Yermo..... Telegraph Office  
 Riverside..... Telegraph Office  
 East Yard..... Round House  
 East Yard..... Telegraph Office  
 East Yard..... Dispatcher's Office  
 Los Angeles..... Central Station, S. P. Clock  
 Los Angeles..... Central Station, Locker Room

**Railroad Surgeons are located as shown below:**

NAME	TITLE	PLACE	TERRITORY
J. C. Landenberger	Chief Surgeon	Salt Lake City..	All.
Spencer Wright..	Division Surgeon	Salt Lake City..	All.
O. J. La Barge...	District Surgeon	Salt Lake City..	All.
C. R. Cornwall...	District Surgeon	Salt Lake City..	All.
F. J. Winget.....	District Surgeon	Salt Lake City..	All.
F. R. Slopansky..	Eye, Ear, Nose and Throat	Salt Lake City..	All.
W. L. Smith.....	Eye, Ear, Nose and Throat	Salt Lake City..	All.
J. H. Peck.....	Assistant Surgeon	Tooele .....	Warner to Lake Point.
Steele Bailey, Jr..	Assistant Surgeon	Eureka .....	Boulter to Adams and Tintic District.
W. H. Wright...	District Surgeon	Delta .....	Black Rock to Lyndyl.
R. R. Shannon...	District Surgeon	Milford .....	Crestline to Clear Lake.
J. B. Demman...	District Surgeon	Caliente .....	Crestline to Moapa.
J. F. Noyes.....	Assistant Surgeon	American Fork	American Fork to Toplift.
B. C. Linebaugh.	District Surgeon	Pleasant Grove	Draper to Vineyard.
Fred R. Taylor...	District Surgeon	Provo .....	Spanish Fork to Vineyard.
Fred W. Taylor...	Alternate Surgeon	Provo .....	Spanish Fork to Vineyard.
L. W. Oaks.....	Oculist	Provo .....	Provo.
Alternate Surgeon	Payson .....	Payson .....	Spanish Fork to Sandy.
L. D. Stewart...	District Surgeon	Nephi .....	Santaquin to Lyndyl.
T. W. Allred...	District Surgeon	Nephi .....	Santaquin to Lyndyl.
F. H. Beckstead..	District Surgeon	Cedar City .....	Cedar City to Avon.
M. J. Macfarlane.	Alternate Surgeon	Cedar City .....	Cedar City to Avon.
J. W. Bergstrom..	District Surgeon	Overton .....	Las Vegas to Caliente.
Stanley L. Hardy.	District Surgeon	Las Vegas .....	Roach to Dry Lake.
Hale B. Slavin...	Assistant Surgeon	Victorville ..	Hesperia to Barstow.
Phillip W. Lawler	District Surgeon	San Bernardino.	Colton to Hesperia.
Wm. W. Roblee..	District Surgeon	Riverside .....	Colton to Ontario.
Darrell E. Hayhurst .....	District Surgeon	Ontario .....	Riverside to Pomona.
Geo. W. Keller...	District Surgeon	Pomona .....	Rowland to Ontario.
R. V. Graves....	Assistant Surgeon	Fullerton .....	Fullerton to Anaheim.
F. McL. Campbell	District Surgeon	San Pedro .....	San Pedro to West Long Beach.
J. Severy Hibben.	Assistant Surgeon	Pasadena .....	Pasadena to Los Angeles.
C. C. Snyder....	Alternate Surgeon	Pasadena .....	Pasadena to Los Angeles.
Frank D. Sweet..	District Surgeon	Long Beach ..	W. Long Beach to Hynes.
Shuler F. Fagan..	Division Surgeon	Los Angeles ..	All.
D. L. Gamette...	Assistant Surgeon	Los Angeles ..	All.
C. L. Davison....	District Surgeon	Los Angeles ..	All.
R. A. Woodhull..	Eye, Ear, Nose and Throat	Los Angeles ..	All.
J. P. Mortensen..	District Surgeon	Los Angeles ...	Belvedere Gardens.