



**UNION PACIFIC RAILROAD COMPANY**  
SOUTHWESTERN DISTRICT



**TIME-TABLE**  
**No. 11**

**Effective Sunday**  
**February 14, 1937**  
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. 11 February 14, 1937	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS					
259 Time Freight	257 Time Freight	5 Mail and Express	103 Streamliner Passenger	7 Passenger	717 Challenger Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	818 Challenger Passenger	8 Passenger	6 Mail and Express	264 Time Freight	262 Time Freight				
Daily	Daily	Daily	★ See Note below	Daily	Daily	Daily	<b>STATIONS</b>													
7.30PM	6.30AM	11.30PM	6.10PM	10.10AM	10.05AM	1.35AM	SALT LAKE CITY	784.0	A 6.25AM	A 7.42AM	A 6.00PM	A 6.10PM	A 6.35PM	A 9.00AM	A 4.50AM					
8.24	7.40	11.56PM	6.28	10.38	10.33	2.03	GARFIELD	768.3	5.50	7.17	5.32	5.40	6.02	8.10	3.20					
9.19	8.43	12.20AM	6.49	11.11AM	11.06AM	2.34	WARNER	748.2	5.16	6.57	5.06	5.16	5.38	6.57	1.55AM					
11.40PM	10.40AM	1.20	7.38	12.35PM	12.29PM	3.57	TINTIC	698.6	3.57	6.14	4.05	4.15	4.40	4.25	11.40PM					
2.15AM	12.15PM	2.07	8.07	1.35	1.25	4.48	LYNN DYL	665.9	3.10	5.40	3.15	3.25	3.55	2.45AM	10.15					
4.47	2.40	3.23	8.59	3.15	3.05	6.10	BLACK ROCK	599.4	1.31	4.47	1.43	1.51	2.11	11.27PM	6.20					
6.30	3.55	4.00	9.17	3.55	3.45	6.50	MILFORD	576.8	1.03	4.29	1.16	1.24	1.45	10.45	5.30					
7.50	5.04	4.45	9.47	4.42	4.33	7.40	LUND	541.4	12.15AM	4.04	12.25PM	12.32PM	12.58	8.43	2.45					
8.47	5.57	5.20	10.13	5.25	5.17	8.20	MODENA	509.8	11.36PM	3.40	11.46AM	11.54AM	12.26PM	7.45	1.42PM					
11.45AM	8.00	5.55	10.27PM	6.15	6.05	8.55	PT CALIENTE MT	459.5	10.00	2.21AM	10.10	10.25	11.05AM	5.00PM	10.45AM					
2.59PM	10.57PM	7.51	12.06AM	8.20	8.09	11.00AM	MOAPA	383.1	6.37	11.32PM	6.38	6.43	7.51	11.43AM	4.32					
8.00PM	3.00AM	9.00	1.06	9.50PM	9.35PM	12.20PM	LAS VEGAS	334.2	5.35	10.43	5.35	5.45	6.55	10.00	2.30AM					
2.10AM	8.25AM	11.20AM	2.55	12.43AM	12.38AM	3.07	KELSO	235.5	2.44	8.40	2.55	3.15	4.30	4.05	6.45PM					
8.30	12.15PM	1.00PM	4.03	3.00	2.35	4.40	YERMO	163.2	1.08	7.22	1.13	1.25	3.00	12.30AM	3.30					
2.10AM	1.00	1.25	4.22	3.35	3.10	5.10	BARSTOW	150.4	12.40PM	7.05	12.45AM	12.55AM	2.33	10.10PM	12.40PM					
2.45PM	5.45	3.37	6.17	6.00	5.45	7.23	SAN BERNARDINO	67.3	10.20AM	5.23	10.25PM	10.35PM	12.22	5.30	8.00AM					
3.00	5.55	3.44	6.22	6.08	5.53	7.33	COLTON	64.5	10.02	5.11	10.07	10.17	12.10AM	3.30	3.00					
3.30	6.15	4.02	6.37	6.25	6.13	7.50	RIVERSIDE	57.5	9.50	5.02	9.55	10.05	11.57PM	2.35	2.00					
5.25	7.15	4.40	7.05	7.08	6.58	8.31	POMONA	32.0	9.08	4.36	9.11	9.22	11.22	1.30	12.35AM					
A 7.00PM	A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 9.45PM	LOS ANGELES	0.0	8.00AM	3.45PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM					

(48.30)	(39.30)	(19.20)	(14.50)	(23.25)	(23.25)	(21.10)	.....	Thru Time.....	(21.25)	(14.57)	(21.00)	(21.05)	(19.05)	(43.30)	(52.20)
16.2	19.8	40.6	52.9	33.5	33.5	37.0	.....	Average speed per hour.....	36.6	52.4	37.3	37.2	41.1	18.0	15.0

\*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.

<b>F. H. KNICKERBOCKER</b> General Manager	<b>G. L. WHIPPLE</b> General Supt. Transp'n
<b>H. H. LARSON, Superintendent . . . . . Los Angeles, Cal.</b>	
B. F. WELLS, Assistant Superintendent . . . Las Vegas, Nev. G. J. GLEASON, Trainmaster . . . . . Los Angeles, Cal. J. E. MULICK, JR., Trainmaster . . . . . Las Vegas, Nev. W. J. MORRISON, Trainmaster . . . . . Salt Lake City, Utah	
First Subdivision and Branches G. A. ZENTMYER, Chief Train Dispatcher	Fourth, Fifth, Sixth and Provo Subdivisions and Branches C. E. AYE, Chief Train Dispatcher
J. T. WARDENBURG } F. H. CRAWFORD } Train Dispatchers, D. M. JONES } Los Angeles, Cal.	O. J. LANGSTON, Night Chief Train Dispatcher
Second and Third Subdivisions and Branches T. W. FRENCH, Chief Train Dispatcher	L. E. HALBERT } L. G. CAMPBELL } Train Dispatchers, J. C. HAYMOND } Salt Lake City, Utah
W. McCALL } A. L. GIFFORD } Train Dispatchers, F. J. HOLDERMAN } Las Vegas, Nev.	

WESTWARD				PROVO SUBDIVISION										EASTWARD			
SECOND CLASS		SECOND CLASS		Distance from Salt Lake City	Time Table No. 11 February 14, 1937	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS					
93 Local Freight	305 Mixed	306 Mixed	94 Local Freight				14 Passenger	104 Streamliner Passenger	818 Challenger Passenger	8 Passenger	6 Mail and Express	264 Time Freight	262 Time Freight				
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	DN SANDY BR	787.4	f 12.30PM	4.45PM										
2,488 PW	11.40	f 3.00	17.1	D DRAPER A	782.9	f 12.15	4.35										
373 P	11.50	f 3.10	22.0	RIDEOUT (Spur)	778.0	f 12.05PM	4.25										
3,655 West 3,453 East P	11.55AM	f 3.20	24.6	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	DN 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	36.6	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	47.8	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	736.8	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	708.6	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) (9.15) (8.45) (2.50)  
18.9 14.5 15.3 16.7

.....Time.....  
.....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 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. 11 February 14, 1937	STATIONS	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	7 Passenger	717 Challenger Passenger	21 Passenger	5 Mail and Express				Automatic Block Signals
	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily				
PTWFFY	12.15PM	2.15AM	8.07PM	1.35PM	1.25PM	4.48AM	2.07AM	118.1	DN-R LYNN DYL NY		
3,507 P	12.25	2.30	8.12	1.41	1.32	4.54	2.14	123.7	5.6 CLINE 4.8		
4,743 P	12.33	2.48	8.16	1.46	1.37	4.59	2.20	128.5	4.8 STRONG 6.1		
2,448 4,679 PWY	12.42	3.00	8.22	f 1.54	s 1.47	s 5.06	2.26	134.6	DN DELTA AK		
3,628 P	12.50	3.10	8.26	2.00	1.54	s 5.12	2.31	139.6	5.0 OASIS 4.5		
4,596 P	12.57	3.18	8.29	2.05	2.00	5.18	2.36	144.1	4.5 VAN 4.4		
3,973 P	1.04	3.26	8.32	2.10	2.05	5.26	2.41	148.5	4.4 JEROME 4.5		
3,987 P	1.10	3.34	8.35	2.20 2.25	2.15 2.25	f 5.31	2.45	153.0	DN CLEAR LAKE CA		
4,553 P	1.18	3.42	8.38	2.38	2.33	5.39	2.51	158.1	5.1 NEELS 4.9		
4,563 P	1.28	3.51	8.41	2.45	2.40	5.45	2.56	163.0	4.9 BORDEN 6.4		
3,628 P	1.39	4.05	8.47	2.53	2.48	5.53	3.05	169.4	6.4 BLOOM 5.0		
4,538 P	1.48 2.01	4.15	8.51	3.01	2.53	5.58	3.11	174.4	5.0 CRUZ 5.0		
4,506 P	2.16	4.25	8.55	3.08	2.58	6.03	3.17	179.4	5.0 PUMICE 5.2		
4,582 PW	2.40	4.47	8.59	3.15	3.05	f 6.10	3.23	184.6	D BLACK ROCK KO		
4,492 P	2.48	5.05	9.03	3.21	3.11	6.16	3.29	189.3	4.7 MALONE 5.0		
3,600 P	2.56	5.15	9.07	3.27	3.16	6.21	3.35	194.3	5.0 READ 4.6		
4,543 P	3.03	5.28	9.10	3.32	3.21	6.26	3.41	198.9	4.6 ZENDA 4.1		
3,588 P	3.10	5.35	9.13	3.37	3.26	6.31	3.46	203.0	4.1 OPAL 4.2		
PFWTYO	A 3.20PM	A 5.45AM	A 9.17PM	A 3.45PM	A 3.35PM	A 6.40AM	A 3.53AM	207.2	DN-R MILFORD FD		
									89.1		

(3.05) 29.0 (3.30) 25.4 (1.10) 76.4 (2.10) 41.1 (2.10) 41.1 (1.52) 47.7 (1.46) 50.4 ..... 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.

No. 717 will stop at Cline, Oasis, Clear Lake, Borden, Bloom, Pumice, Black Rock and Read to pick up revenue passengers for San Bernardino and West.

**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. 11 February 14, 1937	STATIONS	
	262 Time Freight	264 Time Freight	14 Passenger	104 Streamliner Passenger	818 Challenger Passenger	8 Passenger	6 Mail and Express				Automatic Block Signals
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
PTWFFY	9.15PM	1.45AM	A 3.02AM	A 5.40AM	A 3.05PM	A 3.15PM	A 3.46PM	665.9	DN-R LYNN DYL NY		
3,507 P	9.00	1.31	2.53	5.34	2.56	3.05	3.37	660.3	5.6 OLINE 4.8		
4,743 P	8.40	1.23	2.48	5.30	2.51	2.58	3.31	655.5	4.8 STRONG 6.1		
2,448 4,679 PWY	8.22	1.12	s 2.40	5.25	s 2.43	f 2.49	f 3.23	649.5	DN DELTA AK		
3,628 P	8.00	12.58	f 2.31	5.21	2.36	2.42	3.16	644.4	5.0 OASIS 4.5		
4,596 P	7.50	12.48	2.21	5.18	2.31	2.36	3.10	639.9	4.5 VAN 4.4		
3,973 P	7.40	12.40	2.15	5.15	2.26	2.31	3.04	635.5	4.4 JEROME 4.5		
3,987 P	7.30	12.30	f 2.09	5.12	2.20	2.25	2.59	631.0	DN CLEAR LAKE CA		
4,553 P	7.15	12.18	2.02	5.09	2.12	2.19	2.53	625.9	5.1 NEELS 4.9		
4,563 P	7.05	12.10AM	1.56	5.05	2.06	2.14	2.45 2.40	621.0	4.9 BORDEN 6.4		
3,628 P	6.50	11.56PM	1.48	4.59	1.58	2.06	2.30	614.6	6.4 BLOOM 5.0		
4,538 P	6.40	11.46	1.42	4.55	1.53	2.01	2.22	609.6	5.0 CRUZ 5.0		
4,506 P	6.30	11.36	1.37	4.51	1.48	1.56	2.16	604.6	5.0 PUMICE 5.2		
4,582 PW	6.20	11.27	f 1.31	4.47	1.43	1.51	2.11	599.4	D BLACK ROCK KO		
4,492 P	6.10	11.17	1.25	4.43	1.38	1.45	2.06	594.7	4.7 MALONE 5.0		
3,600 P	6.00	11.09	1.20	4.39	1.33	1.40	2.01	589.7	5.0 READ 4.6		
4,533 P	5.50	11.02	1.15	4.36	1.28	1.35	1.56	585.1	4.6 ZENDA 4.1		
3,588 P	5.40	10.55	1.10	4.33	1.23	1.31	1.51	581.0	4.1 OPAL 4.2		
PFWTYO	5.30PM	10.45PM	1.03AM	4.29AM	1.16PM	1.24PM	1.45PM	576.8	DN-R MILFORD FD		
			Daily	★ See note below	Daily	Daily	Daily		89.1		

Thru Time ..... (1.59) (1.11) (1.49) (1.51) (2.01) (3.45) (3.00)  
Average speed per hour ..... 45.8 75.3 49.0 48.2 44.1 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.

No. 818 will stop at Black Rock and Oasis to let off revenue passengers from San Bernardino and West.

No. 14 will stop between Milford and Lynndyl to let off revenue passengers from San Bernardino and West and to pick up revenue passengers for Salt Lake City and East.

**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. 11 February 14, 1937	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	7 Passenger	717 Challenger Passenger	21 Passenger	5 Mail and Express			
	Daily	Daily	★See note below	Daily	Daily	Daily	Daily			
PTYFWO	3.55PM	6.30AM	9.17PM	3.55PM	3.45PM	6.50AM	4.00AM	207.2	DN-R MILFORD FD	
5,103 P	4.10	6.42	9.22	4.02	3.53	6.57	4.06	212.3	5.1 UPTON	
4,987 P	4.20	6.50	9.26	4.08	3.59	7.03	4.11	217.4	5.1 LAHO	
4,948 PW	4.29	7.09	9.30	4.15	4.06	7.09	4.18	222.4	5.0 LAHO	
4,593 P	4.39	7.25	9.35	4.23	4.14	f 7.17	4.26	229.2	6.8 THERMO	
5,105 P	4.47	7.33	9.39	4.28	4.19	7.22	4.32	233.5	4.3 NADA	
4,639 P	4.55	7.41	9.43	4.33	4.24	7.27	4.39	238.2	4.7 LATIMER	
4,160 PFWY	5.04	7.50	9.47	f 4.42	s 4.33	f 7.40	s 4.45	242.6	4.4 KERR	
3,624 P	5.12	7.58	9.51	4.50	4.40	7.47	4.51	247.6	DN 5.0 LUND UN	
4,762 P	5.20	8.08	9.55	4.56	4.46	7.52	4.56	252.5	FORD 4.9	
3,619 PW	5.28	8.16	9.59	5.01	4.52	7.57	5.01	257.3	ZANE 4.8	
3,608 P	5.36	8.24	10.03	5.07	4.59	8.03	5.07	262.9	BERYL 5.6	
4,563 P	5.44	8.33	10.08	5.14	5.06	8.09	5.13	268.2	YALE 5.3	
4,853 FWYP	5.57	8.47	10.13	5.25	5.17	f 8.20	f 5.20	274.2	HEIST 6.0	
3,575 P	6.05	8.55	10.16	5.30	5.22	8.24	5.24	278.1	DN 3.9 MODENA NA	
3,649 P	6.12	9.02	10.20	5.38	5.28	8.29	5.30	282.8	4.7 TOMAS	
2,510 P	6.20	9.10	10.24	5.45	5.35	8.34	5.35	286.2	UVADA 3.4	
5,507 PY	6.29	9.20	10.31	5.55	5.45	8.41	5.42	290.3	4.1 LIEN	
4,746 P	6.39	9.30	10.37	6.01	5.51	8.46	5.49	294.7	DN 4.4 CRESTLINE NE	
3,615 PW	6.51	9.42	10.43	6.08	5.58	8.52	5.56	299.4	4.7 BROWN	
3,588 P	7.06	9.57	10.50	6.17	6.07	9.01	6.05	305.4	4.7 ACOMA	
4,947 PY	7.16	10.05	10.56	6.25	6.14	9.08	6.12	308.7	6.0 BARCLAY	
4,454 P	7.40	10.22 10.40	11.11	6.46	6.34	9.26	6.30	315.6	3.3 DN ISLEN SN	
4,836 P	7.50	11.12	11.18	6.53	6.40	9.32	6.37	319.7	6.9 MINTO	
PFWYT	A 8.00PM	A 11.45AM	A 11.27PM	A 7.05PM	A 6.50PM	A 9.40AM	A 6.45AM	324.5	4.1 ECCLES	
									4.8 DN-R CALIENTE CS	
									117.3	

(4.05)	(5.15)	(2.10)	(3.10)	(3.05)	(2.50)	(2.45)	.....	Time.....
28.7	22.3	54.1	37.0	33.0	41.4	42.7	.....	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 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.

No. 717 will stop at Nada, Modena, Crestline and Islen to pick up revenue passengers for San Bernardino and West.

**FOURTH 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		Time Table No. 11 February 14, 1937	STATIONS
		104 Streamliner Passenger	818 Challenger Passenger	8 Passenger	6 Mail and Express	14 Passenger	262 Time Freight	264 Time Freight		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
5,108 P	576.8	A 4.29AM	A 1.08PM	A 1.16PM	A 1.37PM	A 12.55AM			DN-R MILFORD FD	
4,987 P	571.7	4.24	1.00	1.07	1.30	12.47			5.1 UPTON	
4,948 PW	566.6	4.21	12.55	1.01	1.25	12.42			5.1 LAHO	
4,593 P	561.6	4.18	12.48	12.55	1.20	12.37			5.0 LAHO	
5,105 P	554.8	4.13	12.40	12.47	1.13	12.30			6.8 THERMO	
4,639 P	550.5	4.10	12.35	12.42	1.08	12.25			4.3 NADA	
4,160 PFWY	545.8	4.07	12.30	12.37	1.03	12.20			4.7 LATIMER	
3,624 P	541.4	4.04	s 12.25	f 12.32	s 12.58	s 12.15			4.4 KERR	
4,762 P	536.4	4.00	12.15	12.24	12.53	12.04AM			DN 5.0 LUND UN	
3,619 PW	531.5	3.57	12.10	12.19	12.48	11.59PM			FORD 4.9	
3,608 P	526.7	3.53	12.05PM	12.14	12.43	11.54			ZANE 4.8	
4,563 P	521.1	3.49	11.59AM	12.07	12.37	11.48			BERYL 5.6	
4,853 FWYP	515.8	3.45	11.53	12.01PM	12.32	11.42			YALE 5.3	
3,575 P	509.8	3.40	11.46	11.54AM	f 12.26	f 11.36			HEIST 6.0	
3,649 P	505.9	3.36	11.40	11.49	12.22	11.31			DN 3.9 MODENA NA	
2,510 P	501.2	3.32	11.34	11.44	12.17	11.26			4.7 TOMAS	
5,507 PY	497.8	3.28	11.29	11.39	12.12	11.21			UVADA 3.4	
4,746 P	493.7	3.21	11.22	11.32	12.05PM	11.14			4.1 LIEN	
3,615 PW	489.3	3.14	11.14	11.24	11.59AM	11.07			DN 4.4 CRESTLINE NE	
3,588 P	484.6	3.06	11.05	11.15	11.51	10.59			4.7 BROWN	
4,947 PY	478.6	2.57	10.55	11.06	11.42	f 10.50			4.7 ACOMA	
4,454 P	475.3	2.51	10.47	10.59	11.35	10.38			6.0 BARCLAY	
4,836 P	468.4	2.37	10.27	10.40	11.19	10.18			3.3 DN ISLEN SN	
PFWYT	464.3	2.30	10.20	10.34	11.12	10.10			6.9 MINTO	
	459.5	2.21AM	10.10AM	10.25AM	11.05AM	10.00PM			4.1 ECCLES	
		★See note below	Daily	Daily	Daily	Daily			4.8 DN-R CALIENTE CS	
									117.3	

Thru Time.....	(2.08)	(2.58)	(2.51)	(2.32)	(2.55)	(5.45)	(5.00)
Average speed per hour.....	55.0	39.5	41.2	46.3	40.2	20.4	23.5

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 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.

No. 818 stop at Modena and Beryl to let off revenue passengers from San Bernardino and West.

No. 14 will stop between Caliente and Milford to let off revenue passengers from San Bernardino and West and to pick up revenue passengers for Salt Lake City and East.

**WESTWARD**

**THIRD SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking, telephones, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 11 February 14, 1937
	257 Time Freight Daily	259 Time Freight Daily	103 Streamliner Passenger ★See note below	7 Passenger Daily	717 Challenger Passenger Daily	21 Passenger Daily	5 Mail and Express Daily		
	WFYTP	8.00PM	11.45AM	10.27PM	6.15PM	6.05PM	8.55AM		
4,607 P	8.12	12.02PM	10.34	6.22	6.12	9.05	6.02	329.5	
3,607 P	8.35	12.15	10.40	6.30	6.20	9.15	6.09	334.5	
4,889 P	8.47	12.30	10.47	6.38	6.28	9.25	6.16	339.1	
3,589 WP	9.01	12.45	10.56	6.49	f 6.39	9.34	6.26	345.6	
2,735 P	9.12	12.57	11.02	6.57	6.47	9.43	6.34	349.9	
3,641 YP	9.23	1.09	11.09	7.05	6.55	9.51	6.42	354.9	
2,617 P	9.31	1.30	11.14	7.12	7.02	9.58	6.49	360.0	
3,418 WFP 2,476 WFP	9.39	1.40	11.19	7.18	f 7.08	10.05	6.54	364.9	
4,792 P	9.50	1.51	11.28	7.29	7.24	10.15	7.03	370.5	
3,623 P	10.02	2.03	11.36	7.42	7.34	10.25	7.13 7.18	375.5	
2,690 P	10.16	2.17	11.44	7.52	7.44	10.35	7.28	381.1	
3,812 WP	10.31	2.32	11.50	8.00	7.51	10.42	7.35	386.1	
4,727 P	10.41	2.42	11.56PM	8.06	7.57	10.48	7.41	390.6	
2,674 P	10.50	2.51	12.01AM	8.13	8.03	10.54	7.46	395.9	
5,807 WYP	10.57	2.59	12.06	f 8.20	f 8.09	f 11.00	f 7.51	400.9	
2,612 P	11.04	3.08	12.11	8.28	8.16	11.08	7.56	405.9	
4,666 P	11.23	3.16	12.15	8.35	8.22	11.14	8.02	410.5	
2,681 P	11.38	3.25	12.20	8.42	8.27	11.19	8.07	415.4	
3,553 WP	11.48PM	3.40	12.25	8.49	8.35	11.26	8.14	421.0	
2,702 P	12.01AM	3.55	12.33	8.57	8.43	11.34	8.21	426.5	
4,525 P	12.15	4.10	12.41	9.06	8.50	11.41	8.28	432.0	
2,698 P	12.23	4.20	12.47	9.13	8.56	11.47	8.34	437.0	
3,647 P	12.30	4.30	12.51	9.19	9.01	11.52	8.39	441.6	
5,045 P	12.38	4.40	12.54	9.24	9.05	11.56AM	8.43	445.3	
WFYTOP	A 12.50AM	A 5.00PM	A 1.01AM	A 9.35PM	A 9.15PM	A 12.05PM	A 8.50AM	449.8	
	(4.50) 25.9	(5.15) 23.9	(2.34) 48.3	(3.20) 37.6	(3.10) 39.1	(3.10) 39.1	(2.55) 42.3	..... 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, telephones, scales and telephones.	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
		818 Challenger Passenger	8 Passenger	6 Mail and Express	14 Passenger	104 Streamliner Passenger	262 Time Freight	264 Time Freight
		WFYTP	DN-R CALIENTE CS	A 8.55AM	A 9.15AM	A 9.55AM	A 8.50PM	A <sub>s</sub> 1.21AM
4,607 P	ETNA 5.0	8.44	9.05	9.45	f 8.42	1.13	8.15	2.45
3,607 P	STINE 5.0	8.34	8.50	9.35	f 8.35	1.05	8.05	2.33
4,889 P	BOYD 4.6	8.25	8.40	9.25	8.26	12.57	7.50	2.20
3,589 WP	N ELGIN N 6.5	8.13	8.25	9.14	f 8.15	12.47	7.27	2.05
2,735 P	KYLE 4.3	8.05	8.15	9.04	f 8.07	12.40	7.07	1.52
3,641 YP	LEITH 5.0	7.56	8.05	8.55	f 7.58	12.31	6.42	1.40
2,617 P	CLOUD 5.1	7.48	7.57	8.49	7.52	12.25	6.30	1.30
3,418 WFP 2,476 WFP	DN CARP CA 4.9	7.40	7.48	8.43	f 7.45	12.19	6.20	1.20
4,792 P	VIGO 5.6	7.23	7.29	8.30	7.29 7.24	12.11	5.58	12.55
3,623 P	GALT 5.0	7.13	7.18	8.21	f 7.13	12.03AM	5.43	12.42
2,690 P	HOYA 5.6	7.03	7.08	8.12	f 7.04	11.55PM	5.28	12.28
3,812 WP	ROX 5.0	6.55	7.00	8.06	f 6.56	11.49	5.15	12.15
4,727 P	FARRIER 4.5	6.49	6.54	8.01	6.49	11.42	4.58	12.01PM
2,674 P	ACTON 5.3	6.43	6.48	7.56	f 6.43	11.37	4.45	11.52AM
5,807 WYP	DN MOAPA MA 5.0	6.38	6.43	f 7.51	f 6.37	11.32	4.32	11.43
2,612 P	BYRON 4.6	6.33	6.38	7.45	f 6.30	11.27	4.22	11.35
4,666 P	UTE 4.9	6.28	6.33	7.40	6.25	11.23	4.12	11.28
2,681 P	CRYSTAL 5.6	6.23	6.28	7.35	f 6.20	11.19	4.03	11.19
3,553 WP	DRY LAKE 5.5	6.17	6.22	7.29	f 6.14	11.14	3.50	11.05
2,702 P	GARNET 5.5	6.10	6.15	7.23	f 6.07	11.08	3.37	10.53
4,525 P	APEX 5.0	6.03	6.08	7.16	5.59	11.03	3.25	10.40
2,698 P	DIKE 4.6	5.53	6.00	7.09	f 5.50	10.56	3.05	10.25
3,647 P	VALLEY 3.7	5.47	5.55	7.04	5.45	10.51	2.55	10.16
5,045 P	WANN 4.5	5.42	5.51	7.00	f 5.41	10.48	2.45	10.10
WFYTOP	DN-R LAS VEGAS VG	5.35AM	5.45AM	6.55AM	5.35PM	10.43PM	2.30AM	10.00AM
	125.3	Daily	Daily	Daily	Daily	★See note below	Daily	Daily
	Thru Time .....	(3.20) 37.6	(3.30) 35.3	(3.00) 41.8	(3.15) 38.5	(2.38) 47.6	(6.00) 20.9	(5.00) 25.1

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

Time Table No. 11

February 14, 1937

STATIONS

Table of stations and times for Westward Second Subdivision, including LAS VEGAS, BRACKEN, BOULDER JCT., PIERCE, ARDEN, BARD, SLOAN, ERIE, SUTOR, JEAN, BORAX, ROACH, CALADA, DESERT, NIPTON, MOORE, IVANPAH, BRANT, JOSHUA, CIMA, CHASE, ELORA, DAWES, HAYDEN, KELSO, FLYNN, KERENS, GLASGOW, SANDS, BALCH, CORK, CRUCERO, KING, BAXTER, AFTON, DUNN, FIELD, MANIX, HARVARD, TOOMEY, and YERMO.

Automatic Block Signals

Main table for Westward Second Subdivision showing train numbers (259, 257, 7, 717, 21, 5, 103), classes (Passenger, Challenger Passenger, Mail and Express, Streamliner Passenger), and times for various stations.

Thru Time (11.00) 15.5 (8.30) 20.1 (4.55) 34.8 (4.50) 35.4 (4.10) 41.0 (3.53) 44.0 (2.57) 58.0 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 Las Vegas on the 2nd, 8th, 14th, 20th and 26th of each month.

SECOND SUBDIVISION

EASTWARD

Time Table No. 11

February 14, 1937

STATIONS

Table of stations and times for Eastward Second Subdivision, including LAS VEGAS, BRACKEN, BOULDER JCT., PIERCE, ARDEN, BARD, SLOAN, ERIE, SUTOR, JEAN, BORAX, ROACH, CALADA, DESERT, NIPTON, MOORE, IVANPAH, BRANT, JOSHUA, CIMA, CHASE, ELORA, DAWES, HAYDEN, KELSO, FLYNN, KERENS, GLASGOW, SANDS, BALCH, CORK, CRUCERO, KING, BAXTER, AFTON, DUNN, FIELD, MANIX, HARVARD, TOOMEY, and YERMO.

Automatic Block Signals

Main table for Eastward Second Subdivision showing train numbers (818, 8, 6, 14, 104), classes (Challenger Passenger, Passenger, Mail and Express, Streamliner Passenger), and times for various stations.

Thru Time (4.07) 41.3 (4.10) 41.0 (3.50) 44.6 (4.12) 40.3 (3.16) 52.4 (8.00) 21.4 (9.00) 19.0 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 Yermo on the 3rd, 9th, 15th, 21st and 27th of each month.

**WESTWARD**

**FIRST SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 11 February 14, 1937
	257 Time Freight	259 Time Freight	21 Passenger	5 Mail and Express	103 Streamliner Passenger ★ See note below	7 Passenger	717 Challenger Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFTYP			4.40PM	1.00PM	4.03AM	3.00AM	2.35AM	620.8	
			4.50PM	1.08PM	4.11AM	3.10AM	2.45AM	625.4	
			s 5.10	s 1.25	4.22	s 3.35	s 3.10	634.2	
			s 7.23	s 3.37	s 6.17	s 6.00	s 5.45	715.3	
			f 7.33	3.44	6.22	6.08	5.53	719.0	
I			7.43PM	3.55PM	6.35AM	6.20AM	6.05AM	725.1	
WP	6.15PM	3.30PM	s 7.50	4.02	6.37	s 6.25	s 6.13	725.8	
I								728.1	
2,232 P	6.25	3.50	7.56	4.08	6.42	6.31	6.20	729.5	
3,158 P	6.33	4.00	8.01	4.12	6.46	6.35	6.25	733.5	
3,828 YP	6.38	4.05	8.04	4.14	6.47	6.37	6.28	735.0	
2,130 P	6.43	4.18	8.08	4.18	6.50	6.41	6.32	737.7	
1,986 P	6.51	4.47	8.14	4.23	6.53	6.46	6.38	741.6	
								745.2	
3,464 WP	7.02	5.00	f 8.20	4.28	6.58	6.52	6.45	745.5	
								745.6	
3,024 P	7.07	5.10	8.25	4.32	7.01	6.56	6.50	747.8	
3,544 IP	7.12	5.20	8.29	4.37	7.03	7.03	6.55	750.3	
2,520 WP	7.15	5.25	f 8.31	4.40	7.05	7.08	6.58	751.3	
4,870 P	7.25	5.35	8.36	4.45	7.09	7.13	7.04	754.4	
2,273 P	7.34	5.45	8.41	4.51	7.13	7.19	7.13	758.9	
2,945 P	7.45	5.55	8.48	4.57	7.17	7.27	7.22	763.4	
5,217 WP	7.55	6.05	8.53	5.02	7.20	7.32	7.27	766.3	
2,654 P	8.03	6.15	9.00	5.07	7.24	7.39	7.34	769.6	
								772.4	
2,606 P	8.10	6.25	9.05	5.11	7.27	7.44	7.39	772.4	
2,606 P	8.15	6.30	f 9.07	5.13	7.28	7.46	7.41	773.0	
4,687 P	8.23 8.33	6.40	9.11	5.16	7.30	7.50	7.45	774.8	
								777.6	
			s 9.20	5.24	s 7.37	s 8.00	s 7.55	777.6	
								777.7	
WFTYOP	A 9.00PM	A 7.00PM	9.25	5.29	7.40	8.10	8.05	779.6	
P						8.15	8.10	780.5	
P						8.18	8.13	781.4	
I								781.5	
P								781.8	
P			9.33PM	5.38PM	7.48AM	8.21AM	8.16AM	782.4	
P			A 9.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	783.9	

STATIONS		
DN-R	YERMO	BN
DN	DAGGETT	H
	BARSTOW	BA
	SAN BERNARDINO	B
	COLTON	
	S. P. and A. T. & S. F. Crossings	
	RIVERSIDE JCT.	
DN-R	RIVERSIDE	VN
	MAGNOLIA AVE. (P. E. Cg.)	
	STREETER	
	PEDLEY	
	BLY	
	MIRA LOMA	
	COLLINS	
	S. P. CROSSING	
DN	ONTARIO	RA
	S. P. CROSSING	
	SUNSWEEP	
DN	WO TOWER	WO
D	POMONA	PO
	SPADRA	
DN	WALNUT	WA
	ROWLAND	
D	HILMGROVE	BG
	CLAYTON	
	WHITTIER JCT.	
DN	PICO	K
D	MONTEBELLO	MK
	EAST LOS ANGELES	
	TELEGRAPH ROAD	
DN-R	EAST YARD	D
	DOWNEY ROAD	
	BRIDGE JCT.	
	REDONDO TOWER	
	A. T. & S. F. Crossing	
	SANTA FE AVE. S. P. Tfr.	
	WASHN. ST. JCT.	
DN-R	LOS ANGELES	NG
	Central Station	

(2.45) 19.6 (3.30) 15.4 (5.05) 32.1 (4.50) 33.7 (3.57) 41.3 (5.35) 29.2 (5.55) 27.6 ..... 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 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, 717, 8 and 818 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 tele-phones.	FIRST CLASS					SECOND CLASS		Distance from First Street Los Angeles	Time Table No. 11 February 14, 1937
	14 Passenger	104 Streamliner Passenger	818 Challenger Passenger	8 Passenger	6 Mail and Express	264 Time Freight	262 Time Freight		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WFTYP	A 1.00PM	A 7.22PM	A 1.05AM	A 1.15AM	A 2.55AM			163.2	
	12.52PM	7.15PM	12.57AM	1.07AM	2.45AM			158.6	
	s 12.40PM	7.05	s 12.45AM	s 12.55AM	s 2.33			150.4	
	s 10.20AM	s 5.23	s 10.25PM	s 10.35PM	s 12.22			67.3	
	f 10.02	5.11	10.07	10.17	12.10AM			64.5	
I	9.52AM	5.03PM	9.57PM	10.07PM	11.59PM			58.2	
WP	s 9.50	5.02	s 9.55	s 10.05	s 11.57			57.5	
I								55.2	
2,232 P	9.36	4.57	9.42	9.54	11.49			53.8	
3,158 P	9.32	4.53	9.37	9.48	11.44			49.8	
3,828 YP	9.30	4.52	9.35	9.46	11.42			48.3	
2,130 P	9.27	4.50	9.31	9.42	11.39			45.6	
1,986 P	9.23	4.47	9.26	9.37	11.35			41.7	
								38.1	
3,464 WP	s 9.18	4.43	9.21	9.32	11.30			37.8	
								37.7	
3,024 P	9.13	4.40	9.16	9.27	11.27			35.5	
3,544 IP	9.10	4.37	9.13	9.24	11.24			33.0	
2,520 WP	s 9.08	4.36	9.11	9.22	f 11.22			32.0	
4,870 P	8.59	4.31	9.02	9.13	11.17			28.9	
2,273 P	8.53	4.26	8.55	9.06	11.12			24.4	
2,945 P	8.47	4.21	8.48	8.59	11.07			19.9	
5,217 P	8.43	4.18	8.42	8.53	11.04			17.0	
2,654 P	8.38	4.15	8.37	8.44	11.00			13.7	
								10.9	
2,606 P	8.34	4.12	8.33	8.39	10.57			10.3	
4,687 P	f 8.33	4.11	8.32	8.37	10.56			8.5	
	8.29	4.09	8.28	8.33	10.54			5.7	
	s 8.25	s 4.05	s 8.24	s 8.29	10.51			5.6	
								3.7	
WFTYOP	8.18	4.01	8.17	8.22	10.47			2.8	
P	8.15								
P	8.13								
I									
P									
P	8.10AM	3.54PM	8.10PM	8.15PM	10.40PM				
P	8.00AM	3.45PM	8.00PM	8.05PM	10.30PM				
								164.3	

Thru Time ..... (5.00) 32.8 (3.37) 44.8 (5.05) 32.2 (5.10) 31.7 (4.25) 37.2 (2.05) 25.8 (2.30) 21.5  
..... 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 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, 717, 8 and 818 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. 11 February 14, 1937		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. 11 February 14, 1937		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. 11 February 14, 1937		Distance from Mammoth
		STATIONS					STATIONS					STATIONS		
		POWFY	0.0				DN	TINTIC 0.8				U	3.6	
	0.8		TINTIC WYE 0.8		2.8		0.8		TINTIC WYE 1.6		1.6	0.8	L.A.&S.L.&D.&R.G.W.CROSSING 0.8	0.8
	1.6		MAMMOTH JCT. 2.0		2.0		2.4		SILVER CITY 2.4		0.0	1.6	MAMMOTH 1.6	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.

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. 11 February 14, 1937		Distance from Toplift	SECOND CLASS 416 Local Freight	
			STATIONS				
			3,503 PFWY	10.00AM			0.0
		1.9		S. L. & U. CROSSING 0.7	27.4		
		2.6		ROBERTS (Spur) 2.3	26.7		
	10.15	4.9		OLINTON 7.3	24.4	1.25	
453		12.7		DAHL (Spur) 2.5	16.6		
		15.2	W	CEDAR 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	Tuesday and Friday

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. 11 February 14, 1937		Distance from Pioche	SECOND CLASS 304 Mixed		
			STATIONS					
			PWFTY	7.30AM			0.0	DN-R
		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	RM	0.0		11.15AM
								Daily Except 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. 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. 11 February 14, 1937		Distance from Newhouse	
		STATIONS			
		POWFTY	0.0		DN-R
	2.0		MOSCOW 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.

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. 11 February 14, 1937				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 Jet.	Time Table No. 11 February 14, 1937		Distance from Boulder City	Second Class 420 Local Freight			
		STATIONS							STATIONS						
		7,796 WY	0.0	DN-R	MOAPA 5.1				MA	21.3			419 Local Freight Daily Except Sunday	0.0	R
642	5.1		NARROWS 3.7		16.2		9.8		ROYSON 12.6	12.6		9.00			
230	8.8		PUEBLO 1.4		12.5	PY	5.50AM								
534	10.2		LOGANDALE 2.6		11.1	P	6.10								
253	12.8		TOKIO 2.0		8.5	FPWY A	6.40AM	22.4	D-R	BOULDER CITY 22.4	BC	0.0			
612	14.8		OVERTON 6.5		6.5							8.30AM			
642 Y	21.3	R	ST. THOMAS 21.3		0.0							Daily Except Sunday			

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—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. 11 February 14, 1937		Distance from Fillmore	
		STATIONS			
		YWP	0.0		DN
911	8.7		HARDING 6.8		23.5
931	15.5		McCORNIOK 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. 11 February 14, 1937		Distance from Iron Mountain	
		STATIONS			
		WDYP	0.0		D
	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. 11 February 14, 1937		Distance from Cedar City	SECOND CLASS 418 Local Freight			
			STATIONS						
			YFWP	7.30AM			0.0	DN-R	LUND 9.4
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	
								Daily Except Sunday	

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. 11 February 14, 1937		Distance from E. San Pedro
		STATIONS		
	0.0			23.1
	0.3	DN		22.8
	1.4			21.7
	2.5	D		20.6
	4.6			18.5
	6.6			16.5
	7.2			15.9
	9.0			14.1
	9.7	D		13.4
	11.5			11.6
	14.6			8.5
	16.3			6.8
	18.9			4.2
	19.5			3.6
	20.4			2.7
	21.4	PWTY		0.7
	23.1	D		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. 11 February 14, 1937		Distance from Bridge Jct.
		STATIONS		
	0.0	D		12.0
	0.8			11.2
	1.5	Spur		10.5
	4.5			7.5
	6.0			6.0
	7.2	Spur		4.8
	8.9			3.1
	9.4			2.6
	9.6			2.4
	11.5			0.5
	12.0	P		0.0

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. 11 February 14, 1937		Distance from Whittier Jct.
		STATIONS		
2,304	0.0	D		20.0
716	2.7	D		17.3
	4.5	I		15.5
473	6.2			13.8
1,223	7.9			12.1
	9.5	I		10.5
996	10.3	D		9.7
1,037	17.7	D		2.3
	20.0	P		0.0

**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. 11 February 14, 1937		Distance from Riverside Jct.
		STATIONS		
	0.0			9.3
	0.3			9.0
	0.8	P		8.5
333	3.0	Spur		6.3
	5.8	WFP		3.5
	6.0			3.3
	6.4			2.9
174	7.1			2.2
	7.8			1.5
926	8.0	Spur		1.3
	8.3			1.0
122	8.5	P		0.8
	9.0	P		0.3
	9.3	I		0.0

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. 11 February 14, 1937		Distance from Rock Jct.
		STATIONS		
313	0.0			5.4
97	1.8			3.6
392	5.4			0.0

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, 6612 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
Tintic	Local Freight Office
Lynnndyl	Telegraph Office
Milford	Telegraph Office
Lund	Telegraph Office
Caliente	Depot Register Room
Las Vegas	Engineer's Register Room
Las Vegas	Round House
Las Vegas	Engineer's Locker Room
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
Shuler F. Fagan	District Surgeon	Los Angeles	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 Lynnndyl.
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 Toppliff.
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.
L. D. Stewart	Alternate Surgeon	Payson	Spanish Fork to Sandy.
T. W. Allred	District Surgeon	Nephi	Santaquin to Lynnndyl.
F. H. Beckstead	District Surgeon	Nephi	Santaquin to Lynnndyl.
M. J. Macfarlane	District Surgeon	Cedar City	Cedar City to Avon.
J. W. Bergstrom	Alternate Surgeon	Cedar City	Cedar City to Avon.
Hale B. Slavin	District Surgeon	Las Vegas	Roach to Dry Lake.
Phillip W. Lawler	Assistant Surgeon	Victorville	Hesperia to Barstow.
W. D. Lenker	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.
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.