



**UNION PACIFIC RAILROAD COMPANY**  
**South-Central District**



**Los Angeles Division**  
**TIME-TABLE**  
**No. 16**

**Effective Sunday**  
**May 7, 1939**

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



**FOR EMPLOYEES ONLY**

**WESTWARD**

**CONDENSED TIME TABLE**

**EASTWARD**

SECOND CLASS		FIRST CLASS					Distance from Salt Lake City to Los Angeles Union Station	Time Table No. 16 May 7, 1939	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
259 Time Freight	257 Time Freight	5 Mail and Express	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger 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	11.25PM	6.10PM	10.05AM	10.00AM	1.15AM	SALT LAKE CITY	784.0	A 6.25AM	A 10.24AM	A 5.50PM	A 6.00PM	A 6.10PM	A 8.00AM	A 4.50AM	
8.24	7.40	11.51PM	6.29	10.37	10.27	1.38	GARFIELD	788.3	5.59	10.02	5.23	5.35	5.44	7.15	3.20	
9.19PM	8.35AM	12.15AM	6.49	11.12AM	10.59AM	2.05	WARNER	748.2	5.33	9.43	4.59	5.11	5.22	5.55	2.05AM	
2.15AM	12.15PM	2.05	8.07	1.30PM	1.15PM	4.10	LYNN DYL	665.9	3.18	8.23	3.01	3.15	3.39	2.15AM	10.15PM	
6.35	4.00	4.00	9.17	4.00	3.40	5.59	MILFORD	576.8	1.05	7.10	1.08	1.30	1.50	10.15PM	5.30	
7.54	5.04	4.44	9.44	4.46	4.28	6.44	LUND	541.4	12.15AM	6.44	12.17PM	12.41PM	1.01PM	8.15	2.45PM	
11.45AM	8.00	5.55	10.23PM	6.10	5.50	7.55	PT CALIENTE MT	459.5	10.02PM	5.04	10.10AM	10.45AM	11.05AM	5.00PM	10.45AM	
2.59PM	10.57PM	7.53	12.10AM	8.18	8.01	10.02	MOAPA	383.1	6.39	2.11	6.38	7.18	7.53	11.43AM	4.32	
8.00PM	3.00AM	9.00AM	1.06	9.40PM	9.20PM	11.20 AM	LAS VEGAS	334.2	5.35	1.22AM	5.35	6.20	7.00	10.00	2.30AM	
8.30AM	12.15PM	1.00PM	4.03	2.52AM	2.30AM	3.45PM	YERMO	163.2	1.10	10.07PM	1.15	1.45	3.02	12.30AM	3.35PM	
9.10AM	1.00	1.25	4.22	3.30	3.10	4.15	BARSTOW	150.1	12.40PM	9.50	12.45AM	1.10AM	2.33	10.10PM	12.40PM	
2.45PM	5.45	3.37	6.16	6.00	5.45	6.25	SAN BERNARDINO	67.3	10.20AM	8.08	10.25PM	10.35PM	12.22	5.30	8.00AM	
3.00	5.55	3.44	6.23	6.08	5.53	6.35	COLTON	64.5	10.02	7.56	10.07	10.17	12.10AM	3.30	3.00	
3.30	6.15	4.02	6.37	6.25	6.13	6.52	RIVERSIDE	57.5	9.50	7.47	9.55	10.05	11.57PM	2.35	2.00AM	
A 7.00PM	A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 8.45PM	LOS ANGELES	0.0	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM	
									Daily	★ See note below	Daily	Daily	Daily	Daily	Daily	

★ Note. No. 103 leaves Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

**MILEAGE:**  
 Main Line ..... 924.8  
 Branches ..... 294.2  
 Total ..... 1219.0

**W. H. GUILD**  
General Manager

**G. L. WHIPPLE**  
General Superintendent Transportation

**E. C. MANSON**, Assistant General Manager

**H. H. LARSON**, Superintendent ..... Los Angeles, Cal.  
**E. MARKSHEFFEL**, Terminal Superintendent.... Los Angeles, Cal.  
**D. F. WENGERT**, Trainmaster..... Las Vegas, Nevada  
**W. J. MORRISON**, Trainmaster..... Salt Lake City, Utah

**First Subdivision and Branches**  
**G. A. ZENTMYER**, Chief Train Dispatcher  
 J. T. WARDENBURG }  
 F. H. CRAWFORD } Train Dispatchers,  
 D. M. JONES } Los Angeles, Cal.  
 P. V. COX }

**Second and Third Subdivisions and Branches**  
**T. W. FRENCH**, Chief Train Dispatcher  
**F. S. HIRSCH**, Night Chief Train Dispatcher  
 V. G. HAM }  
 W. McCALL } Train Dispatchers,  
 A. L. GIFFORD } Las Vegas, Nev.  
 T. J. KELLY }

**Fourth, Fifth, Sixth and Provo Subdivisions and Branches**  
**C. E. AYE**, Chief Train Dispatcher  
**O. J. LANGSTON**, Night Chief Train Dispatcher  
 L. E. HALBERT }  
 L. G. CAMPBELL }  
 J. C. HAYMOND }  
 W. H. POWERS }  
 F. J. HOLDERMAN } Train Dispatchers,  
 L. W. FLAHERTY } Salt Lake City, Utah  
 L. E. STORRS }  
 E. R. GUYE }  
 E. C. BULLIS }

**WESTWARD**

**PROVO SUBDIVISION**

**EASTWARD**

Length of addings in feet in the clear and in the cut, including passing, turning stations, scales and telephones.	SECOND CLASS		Distance from Salt Lake City	Time Table No. 16 May 7, 1939		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	DN SANDY BR	787.4	f 12.30PM	4.45PM	
2,488 PW	11.40	f 3.05	17.1	D DRAPER A	782.9	f 12.15PM	4.35	
373 P			22.0	RIDEOUT (Spur)	778.0			
3,655 West 3,453 East	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	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	38.5	D AMERICAN FORK AF	766.5	f 11.05	3.45	
I			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 4.00	42.6	LAKEVIEW	757.4	f 10.25	3.15	
I			42.7	D. & R. G. W. CROSSING	757.3			
FWPOTY	A 1.00PM	s 6.00	47.3	DN-R PROVO VO UR	752.7	s 10.15	3.00PM	
733		f 6.10	52.0	SPRINGVILLE	748.0	f 9.00		
1,601 P		f 6.20	55.6	D SPANISH FORK SF	744.4	f 8.47		
2,702 P		f 6.26	58.4	BENJAMIN	741.6	f 8.40		
2,647 PWY		f 6.45	63.2	D PAYSON CN	736.8	f 8.30		
545		f 6.55	67.4	BARRY	732.6	f 8.15		
2,686 P		f 7.00	69.3	SANTAQUIN	730.7	f 8.11		
1,431 P		f 7.06	72.0	YORK	728.0	f 8.05		
2,665 PW		f 7.18	78.0	STARR	722.0	f 7.50		
827		f 7.26	81.6	MONA	718.4	f 7.40		
2,214 P		f 7.35	83.3	BURRISTON	716.7	f 7.35		
2,650 PWY		f 8.15	89.2	D NEPHI NI	710.8	s 7.15		
2,712 P		f 8.35	96.4	SHARP	708.6	f 6.45		
290		f 8.50	101.0	LEVAN (Spur)	699.0	f 6.30		
2,679 PW		f 9.00	103.7	JUAB	696.3	f 6.20		
2,636 PW		f 9.20	110.7	MILLS	689.3	f 6.00		
1,310 P		f 9.40	118.9	PARLEY	681.1	f 5.40		
646 P		f 9.45	121.0	SOMA	679.0	f 5.30		
1,511 P		f 10.00	128.7	LEAMINGTON	671.3	f 5.15		
PFTWY	A 10.30AM		134.1	DN-R LYNN DYL NY	665.9	f 5.00AM		

(2.30) (8.30) (2.30) (8.45) (2.50)  
 18.9 15.8 ..... Time ..... 15.3 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 South-Central District joint time-table and rules between Sandy and Salt Lake City, and by South-Central District—Idaho Division time-table and rules within yard limits, Salt Lake City.

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Length of siding 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. 16 May 7, 1939		
	259 Time Freight	257 Time Freight	5 Mail and Express	583 Motor Passenger	103 Streamliner Passenger	581 Motor Passenger	579 Motor Passenger	717 Challenger Passenger	7 Passenger	577 Motor Passenger		21 Passenger	STATIONS	C Freight Line
	Daily	Daily	Daily	Daily	★ See note below	Daily	Saturday Only	Daily	Daily	Daily		Daily		
PFWYO	7.30PM	6.30AM										0.0 DN-R NORTH YARD	C	
												1.1 S.L.G. & W. CROSSING	C	
												1.2 D. & R.G.W. CROSSING	C	
												2.3 WEST.PAC. CROSSING	C	
	8.00	6.59										4.4 D BUENA VISTA	BY	
PFWYO			11.25PM	10.45PM	6.10PM	2.45PM	10.45AM	10.05AM	10.00AM	6.45AM	1.15AM	0.0 DN-R SALT LAKE CITY	VN	
			11.32PM	10.52PM	6.16PM	2.52PM	10.53AM	10.18AM	10.06AM	6.53AM	1.21AM	1.3 EIGHTH SO. ST.	VN	
I												1.5 D. & R.G.W. CROSSING	BY	
I												1.6 D. & R.G.W. CROSSING	BY	
3,887 P	8.00	6.59	11.40	11.00	6.20	3.00	10.59	10.24	10.12	6.59	1.27	4.8 D BUENA VISTA	BY	
4,781 P	8.12	7.25	11.46	11.08	6.24	3.08	11.06	10.30	10.19	7.06	1.32	10.3 DN GARFIELD GF	GF	
3,159 PW	8.24	7.40	11.51	11.16	6.29	3.16	11.15	10.37	10.27	7.15	1.38	15.7 B. & G. CROSSING	GF	
I												16.9 SMELTER	GF	
924		7.55	11.54	11.20		3.20	11.22			7.22		17.2 R WYE	GF	
PY				11.23PM		3.23PM	11.25AM			7.25AM		18.0 LAKE POINT	GF	
4,844 P	8.34	8.00	11.57PM		6.33			10.43	10.33		1.44	19.6 MORRIS	GF	
3,485 P	8.44	8.10	12.01AM		6.37			10.49	10.39		1.48	23.6 ERDA	GF	
4,558 PW	8.54	8.18	12.05		6.41			10.56	10.45		1.53	27.6 SHIELDS	GF	
4,506 P	9.07	8.25	12.10		6.45			11.03	10.52		1.58	31.7 D WARNER DU	DU	
3,782 PY	9.19	8.35	12.15		6.49			11.12	10.59		2.05	35.8 BAUER	DU	
2,181 P												39.2 DN STOCKTON KN	KN	
6,270 PW	9.33	8.44	12.22		6.55			11.27	11.10		2.19	41.4 D ST. JOHN SJ	SJ	
4,803 P	9.48	9.00	12.30		7.01			11.35	11.18		2.28	47.9 AJAX	SJ	
4,608 P	9.58	9.27	12.37		7.06			11.44	11.27		2.36	54.8 FAUST	SJ	
2,619 PW	10.13	9.40	12.43		7.11			11.52AM	11.37		2.44	60.7 PEHRSON	SJ	
2,005 P	10.33	9.55	12.51		7.17			12.02PM	11.50		2.53	66.8 DUNBAR	SJ	
4,557 P	10.33	9.55	12.51		7.17			12.02PM	11.50		2.53	66.8 LOFGREEN	SJ	
4,551 P	10.48	10.02	12.55		7.21			12.08	11.56AM		2.57	69.9 BOULTER	SJ	
4,583 PW	11.03	10.15	1.00		7.26			12.16	12.04PM		3.04	74.1 DN TINTIC U	U	
3,725 P	11.25	10.30	1.08		7.32			12.26	12.14		3.12	79.8 McINTYRE	U	
3,767 P	11.25	10.30	1.08		7.32			12.26	12.14		3.12	79.8 JERICHO	U	
3,561 PFW	11.40PM	10.45	1.16		7.38			12.36	12.24		3.22	85.4 DYER	U	
2,584 YO	12.05AM	10.57	1.24		7.44			12.44	12.32		3.30	92.1 CHAMPLIN	U	
4,563 P	12.05AM	10.57	1.24		7.44			12.44	12.32		3.30	92.1 ADAMS	U	
3,571 PW	12.25	11.09	1.32		7.50			12.52	12.40		3.38	98.7 DN-R LYNN DYL NY	NY	
4,449 P	12.40	11.18	1.39		7.55			1.00	12.47		3.44	104.5		
3,599 P	12.50	11.27	1.44		7.58			1.06	12.52		3.49	109.0		
4,786 P	12.58	11.35	1.48		8.01			1.12	12.57		3.54	113.0		
PFWTY	1.15AM	1.45AM	1.55AM		8.07PM			1.20PM	1.05PM		4.01AM	118.1		

(5.45) 20.5	(5.15) 22.5	(2.30) 47.2	(0.38) 28.4	(1.57) 60.6	(0.33) 28.4	(0.40) 27.0	(3.15) 36.3	(3.05) 38.3	(0.40) 27.0	(2.46) 42.7	.....Thru Time
											.....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. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586. ★Note. No. 103 will run only on the following dates: Due to leave Salt Lake City on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five 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 South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Idaho Division time-table and rules within yard limits Salt Lake City. No. 717 will stop between Salt Lake City and Lyndyl to pick up revenue passengers for San Bernardino and West. No. 717 will stop at Warner, Stockton, St. John and Tintic to let off revenue passengers from Salt Lake City and East. No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

SIXTH SUBDIVISION

Length of siding 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. 16 May 7, 1939			
	14 Passenger	578 Motor Passenger	104 Streamliner Passenger	580 Motor Passenger	582 Motor Passenger	584 Motor Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	586 Motor Passenger		264 Time Freight	262 Time Freight	STATIONS	C Freight Line
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily		
DN-R NORTH YARD													0.0	C	
S.L.G. & W. CROSSING													0.1	C	
D. & R.G.W. CROSSING													1.1	C	
WEST.PAC. CROSSING													2.1	C	
D BUENA VISTA													2.1	BY	
DN-R SALT LAKE CITY													1.3	VN	
EIGHTH SO. ST.													0.2	VN	
D. & R. G. W. Crossing													0.1	BY	
D. & R. G. W. Crossing													3.2	BY	
D BUENA VISTA													5.5	BY	
RITER													5.4	BY	
DN GARFIELD													5.4	GF	
B. & G. CROSSING													1.2	GF	
SMELTER													0.3	GF	
R WYE													0.8	GF	
LAKE POINT													1.6	GF	
MORRIS													3.9	GF	
ERDA													4.1	GF	
SHIELDS													4.1	GF	
D WARNER DU													4.1	DU	
BAUER													3.4	DU	
DN STOCKTON KN													2.2	KN	
D ST. JOHN SJ													6.5	SJ	
AJAX													6.9	SJ	
FAUST													5.9	SJ	
PEHRSON													6.1	SJ	
DUNBAR													3.1	SJ	
LOFGREEN													4.2	SJ	
BOULTER													5.7	SJ	
DN TINTIC U													5.6	U	
McINTYRE													6.7	U	
JERICHO													6.8	U	
DYER													5.8	U	
CHAMPLIN													4.5	U	
ADAMS													4.0	U	
DN-R LYNN DYL NY													5.1	NY	

(3.07) 37.9	(1.00) 18.0	(2.01) 58.6	(1.00) 18.0	(0.55) 19.6	(1.25) 12.7	(2.49) 41.9	(2.45) 42.9	(2.31) 46.9	(0.54) 20.0	(5.45) 20.5	(6.35) 17.9
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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. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586. ★Note. No. 104 will run only on the following dates: Due to leave Lyndyl on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. No. 578, No. 580, No. 582, No. 584 and No. 586 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 South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Idaho Division time-table and rules within yard limits Salt Lake City. No. 818 will stop at Tintic, St. John, Stockton, Warner and Garfield to let off passengers from San Bernardino and West. No. 818 will stop at Tintic, St. John, Stockton and Warner to pick up revenue passengers for Salt Lake City and East. No. 14 will stop between Lyndyl and Salt Lake City to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

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. 16	
	257	259	103	717	7	21	5		May 7, 1939	
	Time Freight	Time Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Mail and Express		STATIONS	
PTWY	12.15PM	2.15AM	8.07PM	1.30PM	1.15PM	4.10AM	2.05AM	118.1	DN-R	LYNNDYL NY
3,507 P	12.25	2.30	8.12	1.38	1.22	4.17	2.11	123.7		CLINE 5.6
4,743 P	12.33	2.51	8.16	1.45	1.27	4.22	2.16	128.5		STRONG 4.8
2,448 4,679 PWY	12.42	3.05	8.22	s 1.53	f 1.34	s 4.32	2.23	134.6	DN	DELTA AK
3,628 P	12.50	3.15	8.26	1.59	1.40	s 4.38	2.31	139.6		OASIS 5.0
4,596 P	12.57	3.23	8.29	2.05	1.45	4.43	2.36	144.1		VAN 4.5
3,973 P	1.04	3.31	8.32	2.12	1.50	4.47	2.41	148.5		JEROME 4.4
3,987 P	1.11	3.40	8.35	2.27	1.55	f 4.52	2.46	153.0		CLEAR LAKE 4.5
4,553 P	1.20	3.50	8.38	2.33	2.00	4.57	2.51	158.1		NEELS 5.1
4,563 P	1.28	4.00	8.41	2.40	2.17	5.02	2.56	163.0		BORDEN 4.9
3,628 P	1.48	4.15	8.47	2.49	2.33	5.09	3.05	169.4		BLOOM 6.4
4,538 P	2.05	4.25	8.51	2.55	2.39	5.14	3.11	174.4		CRUZ 5.0
4,506 P	2.20	4.35	8.55	3.02	2.47	5.19	3.17	179.4		PUMICE 5.0
4,582 PW	2.30	4.45	8.59	3.09	2.54	f 5.24	3.23	184.6	D	BLACK ROCK KO
4,492 P	2.40	4.55	9.03	3.16	3.00	5.29	3.29	189.8		MALONE 4.7
3,600 P	2.50	5.05	9.07	3.23	3.07	5.34	3.34	194.8		READ 5.0
4,543 P	2.57	5.15	9.10	3.30	3.14	5.39	3.39	198.9		ZENDA 4.6
3,588 P	3.05	5.25	9.13	3.39	3.20	5.43	3.43	203.0		OPAL 4.1
PFWY	A 3.20PM	A 5.40AM	A 9.17PM	A 3.50PM	A 3.30PM	A 5.50AM	A 3.50AM	207.2	DN-R	MILFORD FD
										89.1

(3.05) 28.9 (3.25) 26.8 (1.10) 76.4 (2.20) 38.2 (2.15) 39.6 (1.40) 53.4 (1.45) 50.9 ..... 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, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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.

No. 717 will stop at Black Rock to let off revenue passengers from Salt Lake City and East.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

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. 16	
	14	104	8	818	6	262	264		May 7, 1939	
	Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Time Freight	Time Freight		STATIONS	
PTWY	A 3.08AM	A 8.23AM	A 2.51PM	A 3.05PM	A 3.29PM	A 9.15PM	A 1.15AM	665.9	DN-R	LYNNDYL NY
3,507 P	2.58	8.16	2.43	2.58	3.22	9.00	1.01	660.3		CLINE 5.6
4,743 P	2.51	8.12	2.38	2.53	3.17	8.40	12.53	655.5		STRONG 4.8
2,448 4,679 PWY	s 2.42	8.07	f 2.30	s 2.46	s 3.10	8.22	12.42	649.4	DN	DELTA AK
3,628 P	f 2.31	8.02	2.22	2.40	3.03	8.00	12.28	644.4		OASIS 5.0
4,596 P	2.21	7.59	2.17	2.35	2.58	7.50	12.18	639.9		VAN 4.5
3,973 P	2.15	7.56	2.12	2.31	2.54	7.40	12.10AM	635.5		JEROME 4.4
3,987 P	f 2.09	7.53	2.05	2.27	2.50	7.30	11.59PM	631.0		CLEAR LAKE 4.5
4,553 P	2.02	7.50	2.00	2.22	2.45	7.15	11.48	625.9		NEELS 5.1
4,563 P	1.56	7.46	1.55	2.17	2.40	7.05	11.40	621.0		BORDEN 4.9
3,628 P	1.48	7.40	1.48	2.10	2.33	6.50	11.26	614.6		BLOOM 6.4
4,538 P	1.42	7.36	1.43	2.05	2.25	6.40	11.16	609.6		CRUZ 5.0
4,506 P	1.37	7.32	1.38	2.00	2.20	6.30	11.06	604.6		PUMICE 5.0
4,582 PW	f 1.31	7.28	1.33	1.55	2.15	6.20	10.57	599.4	D	BLACK ROCK KO
4,492 P	1.25	7.24	1.28	1.50	2.10	6.10	10.47	594.7		MALONE 4.7
3,600 P	1.20	7.20	1.23	1.45	2.05	6.00	10.39	589.7		READ 5.0
4,533 P	1.15	7.17	1.18	1.40	2.00	5.50	10.32	585.1		ZENDA 4.6
3,588 P	1.11	7.14	1.14	1.36	1.56	5.40	10.25	581.0		OPAL 4.1
PFWY	1.05AM	7.10AM	1.08PM	1.30PM	1.50PM	5.30PM	10.15PM	576.8	DN-R	MILFORD FD
	Daily	★ See note below	Daily	Daily	Daily	Daily	Daily			89.1

Thru Time ..... (2.03) (1.13) (1.43) (1.35) (1.39) (3.45) (3.00) Average speed per hour..... 43.5 73.2 51.9 56.3 54.0 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 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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. 818 will stop at Black Rock to pick up revenue passengers for Salt Lake City and East.

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. 16			
	257	259	103	717	7	21	5		May 7, 1939			
	Time Freight	Time Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Mail and Express		STATIONS			
	Daily	Daily	★See note below	Daily	Daily	Daily	Daily		DN-R	MILFORD	FD	
PTYPWO	4.00PM	6.35AM	9.17PM	4.00PM	3.40PM	5.59AM	4.00AM	207.2		5.1		
5,103 P	4.12	7.04	9.22	4.07	3.48	6.06	4.06	212.3		UPTON		
4,987 P	4.20	7.12	9.26	4.13	3.55	6.11	4.11	217.4		5.1		
4,948 PW	4.29	7.20	9.29	4.19	4.01	6.16	4.16	222.4		LAHO		
4,593 P	4.39	7.30	9.34	4.26	4.10	f 6.23	4.23	229.2		5.0		
5,105 P	4.47	7.38	9.37	4.31	4.15	6.28	4.28	233.5		THERMO		
4,639 P	4.55	7.45	9.40	4.36	4.20	6.33	4.33	238.2		6.8		
4,160 PFWY	5.04	7.54	9.44	f 4.46	f 4.28	f 6.44	s 4.44	242.6		NADA		
3,624 P	5.12	8.02	9.48	4.53	4.35	6.51	4.51	247.6		4.3		
4,762 P	5.20	8.10	9.51	4.59	4.41	6.56	4.56	252.5		LATIMER		
3,619 PW	5.28	8.18	9.55	5.04	4.46	7.01	5.01	257.3		4.7		
3,608 P	5.36	8.26	9.59	5.10	4.53	7.07	5.07	262.9		KERR		
4,563 P	5.44	8.34	10.03	5.16	4.59	7.13	5.13	268.2		4.4		
4,853 FWYP	5.57	8.45	10.08	5.28	5.12	f 7.23	f 5.20	274.2		DN	LUND	UN
3,575 P	6.05	8.53	10.11	5.33	5.17	7.29	5.24	278.1		5.0		
3,649 P	6.12	9.00	10.15	5.39	5.23	7.34	5.29	282.8		FORD		
2,510 P	6.20	9.08	10.19	5.46	5.30	7.39	5.33	286.2		4.9		
5,507 PY	6.29	9.17	10.27	5.55	5.40	7.47	5.41	290.3		ZANE		
4,746 P	6.40	9.27	10.33	6.01	5.45	7.52	5.54	294.7		4.8		
3,615 PW	6.51	9.38	10.40	6.07	5.51	7.58	6.00	299.4		BERYL		
3,588 P	7.06	9.53	10.48	6.16	6.00	8.06	6.09	305.4		5.6		
4,947 PY	7.16	10.01	10.54	6.23	6.07	8.13	6.15	308.7		5.3		
4,454 P	7.40	10.26	11.08	6.41	6.25	8.29	6.31	315.6		HEIST		
4,836 P	7.50	10.53 11.12	11.14	6.47	6.31	8.35	6.37	319.7		6.0		
PFWYT	A 8.00PM	A 11.45AM	A 11.23PM	A 6.55PM	A 6.40PM	A 8.43AM	A 6.45AM	324.5		DN	MODENA	NA
										3.9		
										TOMAS		
										4.7		
										UVADA		
										3.4		
										LIEN		
										4.1		
										DN	CRESTLINE	NE
										4.4		
										BROWN		
										4.7		
										ACOMA		
										6.0		
										BARCLAY		
										3.3		
										D	ISLEN	SN
										6.9		
										MINTO		
										4.1		
										ECCLES		
										4.8		
										DN-R	CALIENTE	CS
										117.3		

(4.00) 29.3 (5.10) 22.7 (2.06) 56.0 (2.55) 40.2 (3.00) 39.1 (2.44) 42.9 (2.45) 42.7 ..... 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 Milford on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

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. 16			
	262	264	104	8	818	6	14		May 7, 1939			
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Passenger		STATIONS			
									DN-R	MILFORD	FD	
PTYPWO	4.30PM	9.35PM	7.10AM	12.58PM	1.20PM	1.40PM	12.55AM	576.3		5.1		
5,103 P	4.12	9.22	7.04	12.51	1.13	1.34	12.47	571.7		UPTON		
4,987 P	4.20	9.26	7.01	12.46	1.08	1.29	12.42	566.6		5.1		
4,948 PW	4.29	9.29	6.58	12.41	1.03	1.24	12.37	561.6		LAHO		
4,593 P	4.39	9.34	6.53	12.34	1.03	1.17	12.30	554.8		5.0		
5,105 P	4.47	9.37	6.50	12.29	1.12	1.12	12.25	550.5		THERMO		
4,639 P	4.55	9.40	6.47	12.24	1.07	1.07	12.20	545.8		6.8		
4,160 PFWY	5.04	9.44	6.44	f 12.17	f 12.41	s 1.01	s 12.15	541.4		NADA		
3,624 P	5.12	9.48	6.39	12.07	12.32	12.53	12.04AM	536.4		4.3		
4,762 P	5.20	9.51	6.36	12.02PM	12.27	12.48	11.59PM	531.5		LATIMER		
3,619 PW	5.28	9.55	6.32	11.57AM	12.22	12.43	11.54	526.7		4.7		
3,608 P	5.36	9.59	6.28	11.51	12.17	12.37	11.48	521.1		KERR		
4,563 P	5.44	10.03	6.24	11.45	12.12	12.32	11.42	515.8		4.4		
4,853 FWYP	5.57	10.08	6.19	11.38	12.06	f 12.26	f 11.36	509.8		DN	LUND	UN
3,575 P	6.05	10.11	6.16	11.32	12.01PM	12.22	11.29	505.9		5.0		
3,649 P	6.12	10.15	6.12	11.27	11.57AM	12.17	11.24	501.2		FORD		
2,510 P	6.20	10.19	6.08	11.22	11.53	12.12	11.19	497.8		4.9		
5,507 PY	6.29	10.27	6.00	11.14	11.45	12.05PM	11.12	493.7		ZANE		
4,746 P	6.40	10.33	5.54	11.05	11.36	11.59AM	11.05	489.3		4.8		
3,615 PW	6.51	10.40	5.47	10.58	11.29	11.51	10.57	484.6		BERYL		
3,588 P	7.06	10.48	5.39	10.49	11.20	11.42	f 10.48	478.6		5.6		
4,947 PY	7.16	10.54	5.33	10.43	11.15	11.35	10.36	475.3		5.3		
4,454 P	7.40	10.26	5.19	10.26	10.59	11.19	10.19	468.4		HEIST		
4,836 P	7.50	10.53 11.12	5.13	10.18	10.53	11.12	10.11	464.3		6.0		
PFWYT	A 8.00PM	A 11.45AM	5.04AM	10.10AM	10.45AM	11.05AM	10.02PM	459.5		DN-R	CALIENTE	CS
			★See note below	Daily	Daily	Daily	Daily			117.3		

Thru Time..... (2.06) 56.0 (2.48) 41.9 (2.35) 45.4 (2.35) 45.4 (2.53) 40.6 (5.45) 20.4 (4.35) 25.6  
 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. 104 will run only on the following dates: Due to leave Caliente on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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 plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 16 May 7, 1939		
	257 Time Freight Daily	259 Time Freight Daily	103 Streamliner Passenger ★See note below	717 Challenger Passenger Daily	7 Passenger Daily	21 Passenger Daily	5 Mail and Express Daily		STATIONS		
									DN-R	CALIENTE	CS
WFYTP	8.00PM	11.45AM	10.23PM	6.10PM	5.50PM	7.55AM	5.55AM	324.5			
4.607 P	8.12	12.02PM	10.30	6.18	5.58	8.03	6.02	329.5			
3.607 P	8.32	12.15	10.38	6.26	6.07	8.11	6.09	334.5			
4.889 P	8.47	12.30	10.46	6.34	6.15	8.25	6.16	339.1			
3.589 WP	9.01	12.45	10.57	f 6.45	6.26	f 8.37	6.26	345.6			
2.735 P	9.12	12.57	11.04	6.53	6.32	8.45	6.34	349.9			
3.641 YP	9.23	1.09	11.12	7.01	6.39	8.55	6.42	354.9			
2.617 P	9.31	1.30	11.17	7.08	6.45	9.02	6.49	360.0			
3.418 WFP 2.476	9.39	1.40	11.22	f 7.16	6.53	f 9.09	6.54	364.9	DN	CA	
4.792 P	9.50	1.51	11.31	7.25	7.02	9.18	7.03	370.5			
3.623 P	10.02	2.03	11.39	7.39	7.15	9.27	7.13	375.5			
2.690 P	10.16	2.17	11.48	7.49	7.28	9.36	7.25	381.1			
3.812 WP	10.31	2.32	11.54	7.58	7.38	9.43	7.38	386.1			
4.727 P	10.41	2.42	11.59PM	8.04	7.47	9.49	7.43	390.6			
2.674 P	10.50	2.51	12.05AM	8.11	7.54	9.55	7.48	395.9			
5.807 WYP	10.57	2.59	12.10	f 8.18	f 8.01	f 10.02	f 7.53	400.9			
2.612 P	11.21	3.08	12.15	8.26	8.08	10.10	7.58	405.9			
4.666 P	11.30	3.16	12.19	8.32	8.14	10.16	8.03	410.6			
2.681 P	11.38	3.25	12.23	8.38	8.19	10.21	8.08	415.4			
3.553 WP	11.48PM	3.40	12.28	8.45	8.26	10.28	8.14	421.0			
2.702 P	12.01AM	3.55	12.34	8.52	8.33	10.35	8.21	426.5			
4.525 P	12.10	4.10	12.41	8.59	8.41	10.43	8.28	432.0			
2.698 P	12.18	4.20	12.47	9.05	8.47	10.49	8.34	437.0			
3.647 P	12.25	4.30	12.51	9.10	8.52	10.54	8.39	441.6			
5.045 P	12.33	4.40	12.54	9.15	8.56	10.58	8.43	445.3			
WFYTOP	A 12.45AM	A 5.00PM	A 1.01AM	A 9.25PM	A 9.05PM	A 11.05AM	A 8.50AM	449.8	DN-R	VG	
								125.3			
	(4.45) 26.3	(5.15) 23.9	(2.38) 47.6	(3.15) 38.5	(3.15) 38.5	(3.10) 39.6	(2.55) 43.0				
	..... 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, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

**THIRD SUBDIVISION EASTWARD**

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 First Street Los Angeles	Time Table No. 16 May 7, 1939		
	262 Time Freight Daily	264 Time Freight Daily	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger		STATIONS		
									DN-R	CALIENTE	CS
WFYTP	8.30AM	3.00PM	4.04AM	8.55AM	9.30AM	9.55AM	8.50PM	459.5			
4.607 P	8.03	2.45	3.56	8.44	9.21	9.45	f 8.40	454.5			
3.607 P	7.45	2.33	3.48	8.34	9.12	9.35	f 8.32	449.5			
4.889 P	7.30	2.20	3.40	8.25	9.04	9.25	8.22	444.9			
3.589 WP	7.15	2.05	3.29	8.13	8.52	9.14	f 8.11	438.4			
2.735 P	7.00	1.52	3.22	8.05	8.45	9.04	f 8.02	434.1			
3.641 YP	6.42	1.40	3.13	7.56	8.36	8.55	f 7.53	429.1			
2.617 P	6.30	1.30	3.07	7.48	8.29	8.49	7.47	424.0			
3.418 WFP 2.476	6.20	1.20	3.01	7.40	8.22	8.43	f 7.40	419.1	DN	CA	
4.792 P	5.58	12.55	2.52	7.23	8.04	8.30	7.25	418.5			
3.623 P	5.43	12.42	2.43	7.13	7.55	8.22	f 7.15	408.5			
2.690 P	5.28	12.28	2.34	7.03	7.46	8.14	f 7.06	402.9			
3.812 WP	5.15	12.15	2.28	6.55	7.38	8.08	f 6.59	397.9			
4.727 P	4.58	12.01PM	2.21	6.49	7.32	8.03	6.52	393.4			
2.674 P	4.45	11.52AM	2.16	6.43	7.25	7.58	6.46	388.1			
5.807 WYP	4.32	11.43	2.11	6.38	7.18	f 7.53	f 6.39	383.1	DN	MA	
2.612 P	4.22	11.35	2.06	6.33	7.12	7.47	f 6.30	378.1			
4.666 P	4.12	11.28	2.02	6.28	7.07	7.43	6.25	378.5			
2.681 P	4.03	11.19	1.58	6.23	7.01	7.38	f 6.20	368.6			
3.553 WP	3.50	11.05	1.53	6.17	6.55	7.32	f 6.14	363.0			
2.702 P	3.37	10.55	1.47	6.10	6.49	7.26	f 6.07	357.5			
4.525 P	3.25	10.43	1.42	6.03	6.43	7.19	5.59	352.0			
2.698 P	3.05	10.25	1.35	5.53	6.35	7.13	f 5.50	347.0			
3.647 P	2.55	10.16	1.30	5.47	6.29	7.09	5.45	342.4			
5.045 P	2.45	10.10	1.27	5.42	6.25	7.05	f 5.41	338.7			
WFYTOP	2.30AM	10.00AM	1.22AM	5.35AM	6.20AM	7.00AM	5.35PM	334.2	DN-R	VG	
								125.3			
	(6.00) 20.9	(5.00) 25.1	(2.42) 46.4	(3.20) 37.6	(3.10) 39.6	(2.55) 43.0	(3.15) 38.6				
	..... 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. 104 will run only on the following dates: Due to leave Las Vegas on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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	5 Mail and Express	103 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	★ See note below	
WFTYOP	8.00PM	3.00AM	9.40PM	9.20PM	11.20AM	9.00AM	1.06AM	449.8
4,707 P	8.15	3.15	9.48	9.28	11.28	9.08	1.13	454.7
								457.0
2,656 P	8.25	3.23	9.55	9.35	11.34	9.14	1.19	459.4
3,325 WP	8.33	3.28	10.00	9.40	11.38	9.17	1.21	461.5
2,659 P	8.40	3.36	10.03	9.44	11.42	9.20	1.24	463.7
3,819 P	8.55	3.54	10.11	9.52	11.50	9.28	1.32	469.0
4,688 P	9.10	4.08	10.20	10.01	11.59AM	9.36	1.40	474.7
2,599 P	9.18	4.15	10.24	10.05	12.04PM	9.41	1.43	478.3
3,304 P	9.30	4.39	10.29	10.10	12.10	9.46	1.47	482.9
4,811 P	9.40	4.51	10.34	10.15	12.16	9.51	1.50	487.7
3,357 P	9.55	5.07	10.39	10.20	12.21	9.56	1.53	492.3
4,784 P	10.05	5.25	10.44	10.25	12.26	10.01	1.56	496.8
3,761 WFP	10.37	5.42	10.49	10.37	12.35	10.06	2.00	501.5
4,641 P	10.53	5.53	10.53	10.45	12.44	10.11	2.05	506.5
4,785 P	11.15	6.05	11.05	10.53	12.52	10.17	2.11	511.9
4,727 WP	11.30PM	6.15	11.13	11.01	1.00	10.23	2.17	516.5
4,691 P	12.10AM	6.25	11.21	11.09	1.08	10.29	2.23	521.1
4,719 P	12.30	6.35	11.29	11.17	1.16	10.35	2.29	526.0
2,388 } 4,601 } YP	12.45	6.50	11.36	11.26	1.23	10.40	2.35	529.8
4,376 WP	1.05	7.15	11.54PM	11.32	1.29	10.48	2.40	533.8
4,236 P	1.15	7.25	12.01AM	11.46	1.34	10.55	2.43	536.9
4,236 P	1.40	7.50	12.08	11.52	1.40	11.03	2.47	540.6
4,256 P	1.55	8.05	12.15	11.59PM	1.47	11.12	2.51	544.9
6,780 } 3,521 } YP	2.10	8.25	12.30	12.12AM	2.00	11.25	2.55	548.5
5,339 P	2.17	8.35	12.36	12.18	2.05	11.30	2.59	553.4
4,954 P	2.33	8.45	12.41	12.23	2.10	11.35	3.03	558.1
4,355 P	2.53 3.06	8.55	12.46	12.27	2.14	11.39	3.06	562.1
4,635 WP	3.30	9.10	12.51	12.32	2.18	11.44	3.09	566.4
4,796 P	3.58	9.20	12.57	12.38	2.23	11.50	3.13	572.1
2,602 P	4.10	9.30	1.03	12.44	2.28	11.55	3.17	577.2
4,670 IP	4.15	9.35	1.06	12.48	2.31	11.58AM	3.19	579.7
2,661 P	4.20	9.40	1.09	12.51	2.34	12.01PM	3.21	582.1
4,788 P	4.40	9.50	1.16	12.58	2.41	12.07	3.26	587.1
2,394 P	5.10	10.05	1.24	1.06	2.51	12.14	3.32	592.5
4,753 P	5.35	10.20	1.31	1.13	2.59	12.20	3.38	596.7
4,763 P	5.55	10.35	1.39	1.21	3.07	12.26	3.45	601.6
3,025 P	6.15	10.50	1.48	1.33	3.13	12.31	3.49	606.2
5,002 WP	6.30	11.00	1.58	1.41	3.19	12.36	3.53	610.7
3,189 P	6.40	11.10	2.15	1.52	3.25	12.42	3.57	615.7
WFTYOP	A 7.00AM	A 11.30AM	A 2.30AM	A 2.15AM	A 3.35PM	A 12.50PM	A 4.03AM	620.8

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

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, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month. The time of No. 103 and No. 104 must be cleared not less than five 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.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles
	264 Time Freight	262 Time Freight	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	104 Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFTYOP	8.00PM	3.00AM	5.25AM	6.05AM	6.50AM	5.20PM	1.17AM	334.2
4,707 P	8.15	3.15	5.16	5.55	6.42	5.10	1.11	329.3
								327.0
2,656 P	8.25	3.23	5.11	5.50	6.37	5.05	1.07	324.6
3,325 WP	8.33	3.28	5.09	5.47	6.34	5.02	1.05	322.5
2,659 P	8.40	3.36	5.06	5.44	6.31	4.59	1.03	320.3
3,819 P	8.55	3.54	4.59	5.37	6.24	4.51	12.57	315.0
4,688 P	9.10	4.08	4.51	5.29	6.15	4.42	12.51	309.3
2,599 P	9.18	4.15	4.45	5.23	6.10	4.36	12.48	305.7
3,304 P	9.30	4.39	4.39	5.17	6.04	4.30	12.44	301.1
4,811 P	9.40	4.51	4.34	5.12	5.58	4.23	12.40	296.3
3,357 P	9.55	5.07	4.29	5.07	5.52	4.17	12.36	291.7
4,784 P	10.05	5.25	4.24	5.02	5.47	4.12	12.32	287.2
3,761 WFP	10.37	5.42	4.19	4.57	5.42	4.07	12.28	282.5
4,641 P	10.53	5.53	4.13	4.51	5.36	4.01	12.23	277.5
4,785 P	11.15	6.05	4.07	4.45	5.30	3.54	12.18	272.1
4,727 WP	11.30PM	6.15	4.02	4.40	5.25	3.48	12.14	267.5
4,691 P	12.10AM	6.25	3.57	4.35	5.20	3.42	12.10	262.9
4,719 P	12.30	6.35	3.52	4.30	5.15	3.35	12.06	258.0
2,388 } 4,601 } YP	12.45	6.50	3.47	4.25	5.10	3.30	12.03AM	254.2
4,376 WP	1.05	7.15	3.37	4.12	5.01	3.19	11.54PM	250.2
4,236 P	1.15	7.25	3.29	4.02	4.54	3.10	11.46	247.1
4,236 P	1.40	7.50	3.19	3.50	4.46	3.00	11.37	243.4
4,256 P	1.55	8.05	3.09	3.37	4.39	2.49	11.26	239.1
6,780 } 3,521 } YP	2.10	8.25	2.55	3.25	4.30	2.40	11.18	235.5
5,339 P	2.17	8.35	2.40	3.09	4.19	2.24	11.11	230.6
4,954 P	2.33	8.45	2.33	3.03	4.14	2.19	11.06	225.9
4,355 P	2.53 3.06	8.55	2.27	2.53	4.09	2.14	11.02	221.9
4,635 WP	3.30	9.10	2.21	2.48	4.04	2.09	10.58	217.6
4,796 P	3.58	9.20	2.14	2.42	3.58	2.02	10.53	211.9
2,602 P	4.10	9.30	2.08	2.37	3.52	1.57	10.49	206.8
4,670 IP	4.15	9.35	2.05	2.34	3.49	1.54	10.47	204.3
2,661 P	4.20	9.40	2.02	2.31	3.46	1.51	10.45	201.9
4,788 P	4.40	9.50	1.57	2.26	3.40	1.46	10.40	196.9
2,394 P	5.10	10.05	1.50	2.19	3.32	1.39	10.34	191.5
4,753 P	5.35	10.20	1.45	2.14	3.26	1.33	10.30	187.3
4,763 P	5.55	10.35	1.39	2.08	3.21	1.28	10.25	182.4
3,025 P	6.15	10.50	1.33	2.03	3.16	1.24	10.21	177.8
5,002 WP	6.30	11.00	1.28	1.58	3.12	1.20	10.17	173.3
3,189 P	6.40	11.10	1.22	1.52	3.07	1.15	10.13	168.3
WFTYOP	A 7.00AM	A 11.30AM	1.15AM	1.45AM	3.02AM	1.10PM	10.07PM	163.2

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, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and the last day of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. No. 14 will stop at Crucero on Monday, Wednesday and Saturday.

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet in clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	257	259	21	5	103	717	7	
	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Challenger Passenger	Passenger	
	Daily	Daily	Daily	Daily	★ See note below	Daily	Daily	
WFTYP			3.45PM	1.00PM	4.03AM	2.52AM	2.30AM	620.8
			3.53PM	1.08PM	4.11AM	3.05AM	2.45AM	625.4
			s 4.15	s 1.25	4.22	s 3.30	s 3.10	634.2
			s 6.25	s 3.37	6.16	s 6.00	s 5.45	715.0
			f 6.35	3.44	6.23	f 6.08	5.53	718.5
I			6.45PM	3.55PM	6.35AM	6.20AM	6.05AM	724.8
WP	6.15PM	3.30PM	s 6.52	s 4.02	6.37	s 6.25	s 6.13	725.5
I								727.8
2,232 P	6.25	3.45	6.57	4.08	6.42	6.31	6.20	729.2
3,158 P	6.33	3.55	7.01	4.12	6.46	6.35	6.25	733.2
YP	6.36	4.00	7.03	4.14	6.47	6.37	6.28	734.7
2,130 P	6.40	4.18	7.07	4.18	6.50	6.41	6.32	737.4
1,986 P	6.47	4.40	7.12	4.23	6.53	6.46	6.38	741.3
								744.9
3,464 WP	6.55	4.55	f 7.17	4.28	6.58	f 6.53	6.45	745.2
I								745.3
3,024 P	7.00	5.02	7.25	4.32	7.01	6.57	6.50	747.5
3,544 IP	7.22 7.28	5.10	7.28	4.34	7.03	7.03	6.55	750.0
2,520 WP	7.35	5.15	f 7.30	4.36	7.05	f 7.08	6.58	751.0
4,870 P	7.40	5.22	7.35	4.41	7.09	7.13	7.04	754.1
2,273 P	7.47	5.30	7.40	4.47	7.13	7.19	7.13	758.6
2,945 P	7.55	5.40	7.45	4.53	7.17	7.27	7.22	763.1
5,217 WP	8.00	5.46	7.48	4.58	7.20	7.32	7.27	766.0
2,654 P	8.05	5.55	7.51	5.03	7.24	7.39	7.34	769.3
								772.1
2,606 P	8.12	6.01	7.55	5.07	7.27	7.44	7.39	772.7
4,687 P	8.15 8.29 8.35	6.05	f 7.57	5.09	7.28	7.46	7.41	772.7
								774.5
			s 8.08	s 5.18	s 7.37	s 8.00	s 7.55	777.3
			6.25					777.4
WFTYOP	A 9.00PM	A 7.00PM	8.12	5.26	7.40	8.07	8.02	779.3
P			8.15	5.28	7.42	8.10	8.05	780.2
			8.18	5.30	7.44	8.12	8.07	780.8
			8.22	5.33	7.46	8.15	8.10	781.3
								783.0
								783.4
I			8.35	5.40	7.53	8.25	8.20	783.9
I								784.0
PI			A 8.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	784.7

Time Table No. 16  
May 7, 1939

**STATIONS**

Automatic Blk. Sig's

DN-R YERMO BN  
4.6

DN DACGETT H  
8.3

BARSTOW BA  
80.8

SAN BERNARDINO B  
3.5

COLTON  
6.3

S. P. and A. T. & S. F. Crossings  
RIVERSIDE JCT. D Track  
0.7

DN-R RIVERSIDE VN  
2.3

MAGNOLIA AVE. (P. E. Csg.)  
1.4

STREETER  
4.0

PEDLEY  
1.5

BLY  
2.7

MIRA LOMA  
3.9

COLLINS  
3.6

S. P. CROSSING  
0.3

DN ONTARIO RA  
0.1

S. P. CROSSING  
2.2

SUNSWEEET  
2.5

DN WO TOWER WO  
S. P. Crossing  
1.0

D POMONA (P. E. Csg.) PO  
3.1

SPADRA  
4.5

D WALNUT WA  
4.5

ROWLAND  
2.9

D HILGROVE BG  
3.3

CLAYTON  
2.8

WHITTIER JCT.  
0.6

DN PICO K  
1.8

D MONTEBELLO MK  
2.8

EAST LOS ANGELES  
0.1

TELEGRAPH ROAD  
1.9

DN-R EAST YARD D  
0.9

DOWNEY ROAD  
0.6

SOTO ST. JCT. Double Track  
0.5

NINTH ST. JCT.  
1.7

FIRST ST.  
0.4

ALISO ST. (P. E. CSG.)  
0.5

PASADENA JCT.  
0.1

A. T. & S. F. CSG.  
0.7

DN-R LOS ANGELES UD  
Union Station

163.9

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne. No. 103 will stop at San Bernardino to let off passengers.

FIRST SUBDIVISION

EASTWARD

Length of sidings in feet in clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS					SECOND CLASS	
	14	104	8	818	6	264	262
	Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Time Freight	Time Freight
WFTYP	A 1.00PM	A 10.07PM	A 1.05AM	A 1.30AM	A 2.52AM		
	12.52PM	10.00PM	12.57AM	1.22AM	2.45AM		
	s 12.40PM	9.50	s 12.45AM	s 1.10AM	s 2.33		
	s 10.20AM	s 8.08	s 10.25PM	s 10.35PM	s 12.22		
	f 10.02	7.56	10.07	f 10.17	12.10AM		
I	9.52AM	7.48PM	9.57PM	10.07PM	11.59PM		
WP	s 9.50	7.47	s 9.55	s 10.05	s 11.57	A 2.35PM	A 2.00AM
I							
2,232 P	9.36	7.42	9.42	9.51	11.49	2.25	1.45
3,158 P	9.32	7.38	9.37	9.46	11.44	2.15	1.35
YP	9.30	7.37	9.35	9.44	11.42	2.10	1.30
2,130 P	9.27	7.35	9.31	9.40	11.39	2.06	1.25
1,986 P	9.23	7.32	9.26	9.35	11.35	2.00	1.15
3,464 WP	s 9.18	7.28	9.21	f 9.30	11.30	1.50	1.00
I							
3,024 P	9.13	7.25	9.16	9.26	11.27	1.40	12.45
3,544 IP	9.10	7.22	9.13	9.22	11.24	1.35	12.40
2,520 WP	s 9.08	7.21	f 9.11	f 9.20	f 11.22	1.30	12.35
4,870 P	8.59	7.16	9.02	9.11	11.17	1.23	12.25
2,273 P	8.53	7.11	8.54	9.04	11.12	1.17	12.15
2,945 P	8.47	7.06	8.47	8.57	11.07	1.09	12.06
5,217 WP	8.43	7.03	8.42	8.52	11.04	1.04	12.01AM
2,654 P	8.38	7.00	8.37	8.47	11.00	12.58	11.54PM
2,606 P	f 8.33	6.56	8.32	8.40	10.56	12.50	11.45
4,687 P	8.29	6.54	8.29	8.35	10.54	12.45	11.40
	s 8.25	s 6.50	s 8.25	s 8.30	10.51		
WFTYOP	8.17	6.44	8.17	8.22	10.47	12.30PM	11.30PM
P	8.15	6.42	8.15	8.20	10.45		
	8.13	6.41	8.13	8.18	10.43		
	8.11	6.39	8.11	8.16	10.41		
I							
I							
PI	8.04	6.33	8.04	8.09	10.34		
	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM		
	Daily	★ See Note below	Daily	Daily	Daily	Daily	Daily

Time Table No. 16  
May 7, 1939

**STATIONS**

Automatic Blk. Sig's

DN-R YERMO BN  
4.6

DN DACGETT H  
8.3

BARSTOW BA  
80.8

SAN BERNARDINO B  
3.5

COLTON  
6.3

S. P. and A. T. & S. F. Crossing  
RIVERSIDE JCT. D Track  
0.7

DN-R RIVERSIDE VN  
2.3

MAGNOLIA AVE. P. E. Crossing  
1.4

STREETER  
4.0

PEDLEY  
1.5

BLY  
2.7

MIRA LOMA  
3.9

COLLINS  
3.6

S. P. CROSSING  
0.3

DN ONTARIO RA  
0.1

S. P. CROSSING  
2.2

SUNSWEEET  
2.5

DN WO TOWER WO  
S. P. Crossing  
1.0

D POMONA (P. E. Csg.) PO  
3.1

SPADRA  
4.5

D WALNUT WA  
4.5

ROWLAND  
2.9

D HILGROVE BG  
3.3

CLAYTON  
2.8

WHITTIER JCT.  
0.6

DN PICO K  
1.8

D MONTEBELLO MK  
2.8

EAST LOS ANGELES  
0.1

TELEGRAPH ROAD  
1.9

DN-R EAST YARD D  
0.9

DOWNEY ROAD  
0.6

SOTO ST. JCT. Double Track  
0.5

NINTH ST. JCT.  
1.7

FIRST ST.  
0.4

ALISO ST. (P. E. CSG.)  
0.5

PASADENA JCT.  
0.1

A. T. & S. F. CSG.  
0.7

DN-R LOS ANGELES UD  
Union Station

165.2

No. 8 will stop at Pico, Ontario and Colton to pick up revenue passengers for Salt Lake City and points East. No. 818 will stop at Pico to pick up revenue passengers for Salt Lake City and points East.

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, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. No. 7 will stop at Colton, Ontario, Pomona and Pico to let off revenue passengers from Salt Lake City and East. No. 717 will stop at Pico to let off revenue passengers from Salt Lake City and East. No. 21 will stop at any station in California to let off revenue passengers from Salt Lake City and East. Time shown between Daggett and Riverside Jct. 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. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits.

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, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and the last day of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. Time shown between Daggett and Riverside Jct. 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. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits.

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. 16 May 7, 1939			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. 16 May 7, 1939			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 June	Time Table No. 16 May 7, 1939			Distance from Mammoth
		STATIONS						STATIONS						STATIONS			
		POWFY	0.0	DN				TINTIC 0.8	U	3.6				POWFY	0.0	DN	
	0.8		TINTIC WYE 0.8		2.8		0.8		TINTIC WYE 1.6		1.6	0.8	U. P. & D. & R. G. W. CROSSING 0.8	0.8			
	1.6		MAMMOTH JCT. 2.0		2.0		2.4		SILVER CITY		0.0	1.6	MAMMOTH	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 tracks may be used, clearing first class trains as prescribed by the rules. Second and inferior class trains, extra trains, yard engines and light engines, 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 with the approaching train or engine.

West'd—IRON MOUNTAIN 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 Iron Springs	Time Table No. 16 May 7, 1939			Distance from Iron Mountain	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. 16 May 7, 1939			Distance from Boulder City		
		STATIONS						STATIONS					
		WOYP	0.0					IRON SPRINGS 3.9	14.7	PY		5.50AM	0.0
	3.9		DESERT MOUND 9.4	10.8	P	6.10	9.8		ROYSON 12.6	12.6		9.00	
2,089 Y	13.3		WYE 1.4	1.4	FPWY A	6.40AM	22.4	D-R	BOULDER CITY 22.4	0.0		8.30AM	
1,445	14.7		IRON MOUNTAIN 14.7	0.0								Daily Except Sunday	
						(.50) 26.9			Thru Time			(.50) 26.9	Average speed per hour

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 Thursday	Distance from Cutler	Time Table No. 16 May 7, 1939		SECOND CLASS 416 Local Freight		
			STATIONS				
			3,503 PFWY	10.00AM		0.0	R
		1.9		S. L. & U. CROSSING 0.7	21.7		
		2.6		ROBERTS (Spur) 2.3	21.0		
	10.15	4.9		CLINTON 7.8	18.7		1.25
453		12.7		DAHL (Spur) 2.5	10.9		
		15.2		CEDAR FORT 2.2	8.4		
450		17.4		FLOYD (Spur) 2.9	6.2		
1,160	11.40	20.3		FAIRFIELD 3.3	3.3		12.37
845	A 11.55AM	28.6		5 MILE PASS	0.0		12.25PM
					23.6		Thursday
(1.55) 12.2							(1.15) 18.9

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 403 Local Freight Daily Except Sunday	Distance from Caliente	Time Table No. 16 May 7, 1939		SECOND CLASS 404 Local Freight		
			STATIONS				
			PWFTY	7.30AM		0.0	DN-R
		6.0		PECK 5.9	26.7		
109		11.9		COMET (Spur) 2.6	20.8		
1,492	s 8.43	14.5		PANACA 5.9	18.2	s	12.47
		20.4		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 RM	0.0		11.15AM
					32.7		Daily Except Sunday
					(2.45) 11.9		(2.45) 11.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTION—No. 403 is superior to No. 404.

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 Thursday	Distance from Cutler	Time Table No. 16 May 7, 1939		SECOND CLASS 416 Local Freight		
			STATIONS				
			3,503 PFWY	10.00AM		0.0	R
		1.9		S. L. & U. CROSSING 0.7	21.7		
		2.6		ROBERTS (Spur) 2.3	21.0		
	10.15	4.9		CLINTON 7.8	18.7		1.25
453		12.7		DAHL (Spur) 2.5	10.9		
		15.2		CEDAR FORT 2.2	8.4		
450		17.4		FLOYD (Spur) 2.9	6.2		
1,160	11.40	20.3		FAIRFIELD 3.3	3.3		12.37
845	A 11.55AM	28.6		5 MILE PASS	0.0		12.25PM
					23.6		Thursday
(1.55) 12.2							(1.15) 18.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.  
 EXCEPTIONS—No. 415 is superior to No. 416.

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. 16 May 7, 1939			Distance from Frisco
		STATIONS			
		POWFTY	0.0	DN-R	
	2.0		MOSCOW 4.2		14.9
	6.2		HICKORY 3.7		10.7
621	9.9		SOLUS 7.0		7.0
388	16.9		FRISCO		0.0
					16.9

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

Westward—FILLMORE BRANCH—Eastward					Westward—ST. THOMAS 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. 16 May 7, 1939			Distance from Fillmore	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. 16 May 7, 1939			Distance from Nepac			
		STATIONS						STATIONS						
		YWP	0.0	DN				DELTA 8.7	AK	32.2		7,796 WY	10.15AM	0.0
911	8.7		HARDING 6.8		23.5	642	10.40	5.1		NARROWS 3.7		11.6		9.25
931	15.5		McCORNIOK 6.2		16.7	230	10.55	8.8		PUEBLO 1.4		7.9		9.10
1,889	21.7		GREENWOOD 3.1		10.5	534	11.05	10.2		LOGANDALE 2.6		6.5		8.55
468	24.8		EDWARDS (Spur) 2.5		7.4	253	11.15	12.8		TOKIO 2.0		3.9		8.40
473	27.3		FLANDRO (Spur) 4.9		4.9	612	11.30	14.8		OVERTON 1.9		1.9		8.30
1,492 YW	32.2	D	FILLMORE 32.2	FI	0.0		Y A 11.55AM	16.7		NEPAC (Spur) 16.7		0.0		8.00AM
														Daily Except Sunday
						(1.40) 10.0			Thru Time			(1.40) 10.0		Average speed per hour

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. 16 May 7, 1939		Distance from Cedar City	SECOND CLASS 418 Local Freight						
			STATIONS									
			YFWP	7.30AM			0.0	DN-R	LUND 9.4	UN	32.5	A
1,721 P	7.55	9.4		AVON 11.6		23.1		6.15				
3,979 WOYP	8.20	21.0		IRON SPRINGS 4.2		11.5		5.50				
1,227 P	8.45	25.2		HALIVAH 4.7		7.3		5.20				
		29.9		STOCK YARDS (Spur) 2.6		2.6						
1,440 LoopWP	A 9.30AM	32.5	DN-R	CEDAR CITY 32.5	CD	0.0		5.00AM				
								Daily Except Sunday				
						(2.00) 16.2		Thru Time		(1.45) 18.6		Average speed per hour

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 tele-phones.		Distance from Downey Road	Time Table No. 16 May 7, 1939		Distance from E. San Pedro
			STATIONS		
		0.0	DOWNEY ROAD		23.1
I-Tr	P	0.3	DN	HOBART A. T. and S. F. Crossing	22.8
	I	0.8	L. A. JCT. RY. CROSSING		22.3
3,033	PW	1.4	FRUITLAND		21.7
		2.3	P. E. CROSSING		20.8
827	P	2.5	D	BELL	20.6
	PI	4.6	SOUTH GATE (S. P. Csg.)		18.5
717		6.6	WORKMAN		16.5
267	Spur	7.2	RANCHO LOS AMIGOS		15.9
		8.4	P. E. CROSSING		14.7
3,023		9.0	CLEARWATER		14.1
	P	9.7	D	HYNES	13.4
3,709	P	11.5	RIOCO		11.6
		14.6	COTA P. E. Crossing		8.5
4,635		16.3	MANUEL		6.8
		18.9	THENARD S. P. & P. E. Crossings		4.2
		19.5	WILMINGTON		3.6
		20.4	BADGER AVE. DRAWBRIDGE		2.7
PWTY		21.4	TERMINAL ISLD.		0.7
P		23.1	D	EAST SAN PEDRO	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 tele-phones.		Distance from Riverside Jct.	Time Table No. 16 May 7, 1939		Distance from End of Track
			STATIONS		
I		0.0	RIVERSIDE JCT.		9.3
P		0.3	S. P. INTERCHANGE		9.0
122	P	0.8	HANCOCK		8.5
		1.0	FAIRMONT PARK		8.3
926	Spur	1.3	ALAMO		8.0
	P	1.5	EL RIO		7.8
174		2.2	ALVARADO		7.1
		2.9	RANURA		6.4
		3.3	R. P. CEMENT CO. R. R. CROSSING		6.0
WFP		3.5	CRESTMORE		5.8
333	Spur	6.3	BLOOMINGTON S. P. Crossing		3.0
1,361	P	8.5	POOLE		0.8
		9.0	RIALTO A. T. and S. F. Crossing		0.3
		9.3	END OF TRACK		0.0

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

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

Westward—ANAHEIM BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Whittier Jct.	Time Table No. 16 May 7, 1939		Distance from Anaheim
			STATIONS		
P		0.0	WHITTIER JCT.		20.0
1,037		2.3	D	WHITTIER	17.7
996		9.7	D	LA HABRA	10.3
		10.5	PAO. ELEC. CROSSING		9.5
1,223		12.1	VIEJO		7.9
473		13.8	SUNNY HILLS		6.2
	I	15.5	A. T. & S. F. CROSSING		4.5
716		17.3	D	FULLERTON	2.7
2,304	WT	20.0	D	ANAHEIM	0.0

Westward—PASADENA BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Pasadena Jct.	Time Table No. 16 May 7, 1939		Distance from Pasadena
			STATIONS		
		0.0	PASADENA JCT.		8.9
I		0.1	ALHAMBRA AVE. S. P. Crossing		8.8
I		0.5	GLENDALE JCT.		8.4
		1.8	AVENUE 33		7.1
		4.5	HIGHLAND PARK A. T. and S. F. Crossing		4.4
386	Spur	7.5	RAYMOND		1.4
		8.1	CALIFORNIA AVE.		0.8
1,063		8.9	D	PASADENA	0.0

Westward—GLENDALE BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Glendale Jct.	Time Table No. 16 May 7, 1939		Distance from Glendale
			STATIONS		
I		0.0	GLENDALE JCT.		6.4
		0.6	AVENUE 18		5.8
		1.2	DAYTON AVE. TWR.		5.2
		3.2	ARROYO JCT.		3.2
		3.5	DELAY DRIVE		2.9
		3.9	FLETCHER DRIVE		2.5
97		4.4	FOREST LAWN		2.0
313		6.4	GLENDALE		0.0

Stations between Avenue 18 and Delay Drive for information only. Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Delay Drive.

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.  
 Lehi.....E. N. Webb  
 Provo.....W. E. Mitchell, 34 West Center St.  
 Eureka.....John Morley & Son  
 Cedar City.....W. F. Mullet  
 Milford.....M. J. Christensen  
 Las Vegas.....M. J. Christensen  
 Victorville.....C. O. Moore  
 San Bernardino.....Arthur's Jewelry Store  
 Riverside.....H. C. Shultz, 3701 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.....J. McAuliffe, 1972 E. First St.  
 Los Angeles.....G. D. Davidson, 445 So. Spring St.  
 Los Angeles.....Geo. T. Johnson, 631 So. Main St.  
 Los Angeles.....H. S. Downs, 4636 Whittier Blvd.  
 Los Angeles.....G. D. Davidson, Union Station

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  
 Stockton ..... Telegraph 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 ..... Union Station Telegraph Office  
 Los Angeles ..... Union Station Enginemen's Locker Room

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON Douglas L. Gammette	Chief Surgeon .. District Surgeon ..	Omaha, Neb. ... Los Angeles, Cal.		P. W. Lawler..... J. E. Ballachey.... H. B. Slavin..... William C. Harper..	Surgeon .....	Victorville, Cal... Yermo, Cal. .... Las Vegas, Nev... Overton, Nev. ....	Hesperia to Barstow. Barstow to Calada. Roach to Dry Lake. Moapa to Nepac.
Don B. Gibboney... Carl E. Nemethi... R. A. Woodhull... Robert Belt .....	Surgeon .....	Los Angeles, Cal. Los Angeles, Cal. Los Angeles, Cal. Los Angeles, Cal.	All. All. All. All.	John F. Hill..... J. W. Bergstrom... M. J. McFarlane... R. R. Shannon.... W. H. Wright..... Steele Bailey, Jr..	Surgeon .....	Cedar City, Utah. Cedar City, Utah. Milford, Utah ... Delta, Utah ..... Eureka, Utah ....	Crestline to Moapa. Cedar City to Avon. Cedar City to Avon. Crestline to Clear Lake. Black Rock to Lyndyl. Boulter to Adams and Tintic District.
Sam S. Mathews... William Leake ... Wallace Dodge ... Chester Dixon ...	Consultant .....	Los Angeles, Cal. Los Angeles, Cal. Los Angeles, Cal. Santa Monica, Cal.	All. All. All. All.	J. H. Peck..... F. H. Beckstead... T. W. Alred..... L. D. Stewart..... F. W. Taylor.....	Surgeon .....	Tooele, Utah .... Nephi, Utah .... Nephi, Utah .... Payson, Utah ... Provo, Utah ....	Warner to Lake Point. Santquin to Lyndyl. Santquin to Lyndyl. Spanish Fork to Sandy. Spanish Fork to Vine- yard.
B. E. Grant..... Homer Rickabaugh W. W. Woods....	Surgeon .....	Glendale and Hollywood, Cal. Alhambra, Cal. ... Monterey Park, Cal.	Glendale and Hollywood to Los Angeles. Alhambra to Los Angeles. Monterey Park to Los Angeles.	F. R. Taylor..... B. C. Linebaugh... J. F. Noyes..... W. L. Smith.....	Surgeon .....	Provo, Utah .... Pleasant Grove, Utah .....	Spanish Fork to Vine- yard. Draper to Vineyard. American Fork to 5 Mile Pass.
J. S. Hibben..... C. C. Snyder..... J. P. Mortensen... Creswell Burns ...	Surgeon .....	Pasadena, Cal. ... Pasadena, Cal. ... Los Angeles, Cal. Walnut Park, Cal.	Pasadena to Los Angeles. Pasadena to Los Angeles. Belvedere Gardens and East Yard. Walnut Park to Los Angeles.	F. R. Slopansky... F. J. Winget..... W. M. Clinger ... O. J. LaBarge ... Spencer Wright ... L. R. Cowan .....	Surgeon .....	Salt Lake City, Utah .....	All. All. All. All. All. All.
Russell Johnson... Ralph B. Eusden... Woodley Stellar .. L. L. Hall.....	Surgeon .....	Compton, Cal. ... Long Beach, Cal. Wilmington, Cal.. Montebello, Cal..	Hynes to Walnut Park. West Long Beach to Hynes. San Pedro to West Long Beach. Montebello to Los Angeles.	R. V. Graves..... Roger S. Palmer... D. E. Hayhurst... W. W. Roblee.... F. E. Clough.....	Surgeon .....	Fullerton to Anaheim. Pomona, Cal. ... Rowland to Ontario. Riverside to Pomona. Colton to Ontario. San Bernardino, Cal. .... Colton to Hesperia.	

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	38"	94.7	46"	78.3	54"	66.6	1' 2"	58.	1'10"	51.4	1'40"	36.	3'	20.
31"	116.1	39"	92.3	47"	76.6	55"	65.4	1' 3"	57.1	1'11"	50.7	1'45"	34.3	3'30"	17.1
32"	112.5	40"	90.	48"	75.	56"	64.2	1' 4"	56.2	1'12"	50.	1'50"	32.7	4'	15.
33"	109.1	41"	87.8	49"	73.5	57"	63.1	1' 5"	55.3	1'15"	48.	1'55"	31.3	5'	12.
34"	105.9	42"	85.7	50"	72.	58"	62.	2'	54.5	1'20"	45.	2'	30.	6'	10.
35"	102.9	43"	83.7	51"	70.6	59"	61.	1' 7"	53.7	1'25"	42.3	2'15"	26.6	7'	8.6
36"	100.	44"	81.8	52"	69.2	1'	60.	1' 8"	52.9	1'30"	40.	2'30"	24.	8'	7.5
37"	97.3	45"	80.	53"	67.9	1'01"	59.	1' 9"	52.1	1'35"	37.9	2'45"	21.8	10'	6.

SEE SPECIAL RULES FOR STATIONS AND SPURS NOT SHOWN IN THIS TIME-TABLE