

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 1

Effective Sunday,
February 29, 1948

at 12:01 A. M.

Mountain Time East of Caliente

Pacific Time West of Caliente

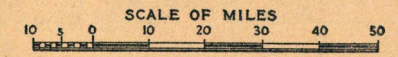
Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

CALIFORNIA DIVISION

CORRECTED TO FEB. 1, 1948.



F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation

B. F. WELLS Assistant General Manager
V. W. SMITH General Superintendent

D. F. WENGERT, Superintendent

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
H. S. BARRIS, Trainmaster. Los Angeles, Cal.
F. H. BLAIR, Trainmaster. San Bernardino, Cal.
W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
H. S. JENSEN, Trainmaster. Las Vegas, Nev.
C. C. LARKIN, Assistant Superintendent. Salt Lake City, Utah
W. A. SMITH, Trainmaster. Salt Lake City, Utah
G. H. BAKER, Trainmaster. Milford, Utah
A. R. NELSON, Master Mechanic. Los Angeles, Cal.
D. C. KRAMER, Road Foreman of Engines. Los Angeles, Cal.
D. W. SCHENCK, Road Foreman of Engines. Los Angeles, Cal.
W. E. RAYMOND, Road Foreman of Engines. Los Angeles, Cal.
C. F. BAILEY, Road Foreman of Engines. Las Vegas, Nev.
L. C. WILLIAMS, Road Foreman of Engines. Las Vegas, Nev.
J. D. McCOLL, Road Foreman of Engines. Las Vegas, Nev.
D. B. SLADE, Road Foreman of Engines. Las Vegas, Nev.
W. M. KEIM, Road Foreman of Engines. Milford, Utah
J. J. SCHNACKENBERG, Road Foreman of Engines. Lynndyl, Utah
R. E. ROOT, Road Foreman of Engines. Salt Lake City, Utah
J. P. MACK, Division Engineer. Los Angeles, Cal.
W. R. KEAY, General Roadmaster. Los Angeles, Cal.

First, Second, Third and Fourth Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher. Salt Lake City, Utah
J. C. HAYMOND, Asst. Chief Train Dispatcher. Salt Lake City, Utah
J. L. RITTER, Asst. Chief Train Dispatcher. Salt Lake City, Utah
E. R. GUYE, Asst. Chief Train Dispatcher. Salt Lake City, Utah

Fifth and Sixth Subdivisions and Branches

T. W. FRENCH, Chief Train Dispatcher. Las Vegas, Nev.
R. L. GUNDY, Assistant Chief Train Dispatcher. Las Vegas, Nev.
R. A. FORBES, Assistant Chief Train Dispatcher. Las Vegas, Nev.

Seventh Subdivision and Branches

D. M. JONES, Chief Train Dispatcher. Los Angeles, Cal.
P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
H. W. STOKER, Asst. Chief Train Dispatcher. Los Angeles, Cal.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS
ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE ..	Medical Director ..	Los Angeles	
SPENCER WRIGHT ..	Divn. Chief Surgeon ..	Salt Lake City	
L. J. TAUFER	Divn. Surgeon	Salt Lake City	Salt Lake City
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City
M. L. Crandall	Surgeon	Salt Lake City	Salt Lake City
J. R. Anderson	Surgeon	Salt Lake City	Salt Lake City
L. W. Condie	Surgeon	Salt Lake City	Salt Lake City
E. B. Fairbanks	Oculist-Aurist	Salt Lake City	Salt Lake City
A. S. Crandall	Oculist	Salt Lake City	Salt Lake City
F. E. Boucher	Surgeon	Murray	Sandy to Salt Lake City
J. S. Alley	Surgeon	Midvale	Midvale to Murray & Sandy
K. E. Noyes	Surgeon	American Fork	Draper to Vineyard
B. C. Linebaugh	Surgeon	Pleasant Grove	Draper to Vineyard
J. J. Weight	Surgeon	Provo	Spanish Fork to Vineyard
J. B. Westwood	Surgeon	Provo	Spanish Fork to Vineyard
L. D. Stewart	Surgeon	Payson	Spanish Fork to Santaquin
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lynndyl
M. E. Bird	Surgeon	Delta	Black Rock to Lynndyl
O. L. Felt	Surgeon	Milford	Crestline to Clear Lake
L. V. Broadbent	Surgeon	Cedar City	Cedar City to Avon
P. K. Edmunds	Surgeon	Cedar City	Cedar City to Avon
R. W. Farnsworth	Surgeon	Cedar City	Cedar City to Avon
J. B. Demman	Surgeon	Caliente	Crestline to Moapa
J. J. Hamill	Surgeon	Las Vegas	Roach to Dry Lake
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas
J. E. Ballachey	Surgeon	Yermo	Barstow to Calada
P. W. Lawler	Surgeon	Victorville	Hesperia to Barstow
Leland Jacobson	Surgeon	San Bernardino	Hesperia to Colton
T. A. Card	Surgeon	Riverside	Ontario to Colton
R. E. Fisher	Surgeon	Pomona	Ontario to Rowland
W. W. Schultz	Surgeon	Puente	Rowland and Vicinity
R. V. Graves	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Schultz	Surgeon	East Los Angeles ..	East Los Angeles and Montebello
DON B. GIBBONEY ..	Dist. Chief Surgeon ..	Los Angeles	
J. M. Dodd	Surgeon	Los Angeles	Los Angeles
M. H. Long, Jr.	Surgeon	Los Angeles	Los Angeles
R. W. Lyster	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
E. D. Warren	Oculist	Los Angeles	Los Angeles
E. M. F. Weaver	Oculist	Los Angeles	Los Angeles
H. M. Mason	Surgeon	Los Angeles	Los Angeles
G. H. Quiller	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Hynes to Long Beach
R. H. Munford	Surgeon	La Habra	La Habra and Vicinity
H. G. Westphal	Surgeon	Glendale	Glendale and Vicinity
J. S. Hibben	Surgeon	Pasadena	Pasadena to Los Angeles
C. C. Snyder	Surgeon	Pasadena	Pasadena
J. E. Cummings	Surgeon	Highland Park	Highland Park and Eagle Rock
D. P. Nebeker	Surgeon	Alhambra	Alhambra & Monterey Park
W. W. Woods	Surgeon	Alhambra	Alhambra & Monterey Park
C. T. Poulson	Surgeon	Inglewood	Inglewood & Vicinity
J. C. Sharpe	Surgeon	West Los Angeles ..	Beverly Hills and W. Los Angeles
G. R. Dunlevy	Surgeon	Hollywood	Beverly Hills, Hollywood & Vicinity
J. E. Bergmann	Surgeon	Santa Monica	Santa Monica & Vicinity
H. R. McMeekin	Surgeon	Lynwood	Lynwood & Vicinity

Standard clocks are located as shown below:

Salt Lake City.. Yardmaster's Office, 13th North	Caliente	Telegraph Office
Salt Lake City	Caliente	Depot Register Room
..... South Yard Office, First North Street	Caliente	Enginemen's Register Room
Salt Lake City	Las Vegas	Freight Enginemen's Locker Room
..... Telegraph Office, Passenger Station	Las Vegas	Passenger Enginemen's Locker Room
Salt Lake City	Las Vegas	Conductor's Register Room
Salt Lake City	Las Vegas	Telegraph Office
Salt Lake City	Las Vegas	Yard Office
..... Engineer's Register Room,	Las Vegas	Dispatcher's Office
Roundhouse, North Yard	Las Vegas	Telegraph Office
Salt Lake City	Kelso	Enginemen's Locker Room
..... Switchman's Register Room, North Yard	Yermo	Telegraph Office
Provo	Yermo	Telegraph Office
..... Joint Yard Telegraph Office	Yermo	Enginemen's Locker Room
Provo	San Bernardino	Union Pacific Round House
..... Joint Passenger Station	East Yard	Enginemen's Locker Room
Provo	East Yard	Telegraph Office
..... Yard Office	Los Angeles	Dispatcher's Office
Tintic	Los Angeles	Union Station Telegraph Office
..... Telegraph Office	Los Angeles	Los Angeles
Lynndyl	Los Angeles	Union Station Enginemen's Locker Room
..... Telegraph Office	Modena	Telegraph Office
Milford		
..... Enginemen's Locker Room		
Milford		
..... Telegraph Office		
Cedar City		
..... Telegraph Office		
Modena		
..... Telegraph Office		

CONDENSED TIME-TABLE

WESTWARD					EASTWARD						
FIRST CLASS					Distance from Green River	Time-Table No. 1 February 29, 1948	Mile Post	FIRST CLASS			
3 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger	4 Passenger				2 Passenger	104 Streamliner Passenger	38 Passenger	
Daily	Daily	Daily	Daily		STATIONS						
5.55PM	3.10PM	12.45PM	2.45AM	0.0	MT GREEN RIVER MT	817.0	A 10.00AM	A 11.45AM	A 12.50PM	A 10.45PM	
7.55	4.54	2.50	4.55	100.2	EVANSTON	917.2	8.05	9.50	11.12AM	8.51	
9.45	6.25	4.35	6.35	175.6	OGDEN	992.6	6.05	7.55	9.40	6.50	
10.10			7.15			0.0	5.40		9.40	6.15	
11.00	7.05	5.25	8.10	211.9	SALT LAKE CITY	86.8	4.50	7.10	9.00	5.20	
11.20PM	7.20	5.50	9.10AM			784.0	4.30	6.40	8.45	4.45	
1.37AM	9.15	8.00	12.25PM	380.0	LYNNDYL	665.9	2.05	4.15	6.54	1.45PM	
3.15	10.28	9.30	2.40	419.1	MILFORD	576.8	12.35AM	2.45	5.43	11.45AM	
3.58	10.54PM	10.00PM	3.30	454.5	LUND	541.4	11.50PM	2.03	5.12	10.55	
6.00	12.35AM	12.10AM	5.50	536.4	MT OALIENTE MT PT	459.5	9.45	12.10AM	3.35	8.40	
5.10	11.40PM	11.20PM	5.05				8.35	10.55PM	2.30AM	7.25	
8.10	2.25AM	2.15AM	8.45PM	661.7	LAS VEGAS	384.2	5.45	8.05	11.55PM	4.05AM	
11.35	5.11	6.00	1.30AM	832.7	YERMO	163.2	2.00	4.25	8.46	11.10PM	
11.59AM	5.28	6.25	2.05	846.1	BARSTOW	150.1	1.33PM	3.58	8.27	10.35	
2.10PM	7.25	8.35	4.35	926.9	SAN BERNARDINO	67.3	11.25AM	1.55	6.38	8.15	
2.18	7.33	8.43	4.45	930.4	COLTON	64.5	11.12	1.42	6.25	7.55	
2.35	7.45	8.59	5.05	937.4	RIVERSIDE	57.5	11.00	1.30	6.12	7.40	
2.57	8.03	9.23	5.42	957.1	ONTARIO	87.8	10.33	1.06	5.53	7.12	
3.05	8.11	9.31	5.55	962.9	POMONA	82.0	10.25	12.59	5.46	7.05	
A 4.00PM	A 9.00AM	A 10.40AM	A 7.15AM	996.6	PT LOS ANGELES PT	0.0	9.30AM	12.01PM	5.00PM	6.00PM	
					996.6		Daily	Daily	Daily	Daily	

(23.05) (18.50) (22.55) (29.30) Thru Time (23.30) (22.44) (18.50) (27.45)
43.1 52.9 43.5 33.7 Average speed per hour 42.4 43.8 52.9 35.8

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

MILEAGE

Main Line 906.3
Branches 261.9
Total 1168.2

WESTWARD				SECOND SUBDIVISION				EASTWARD					
Car Capacity of sidings, etc. See Rule 6(A) Page 24.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 1			
	261	259	299	255	3	103	1	37		February 29, 1948			
	Time Freight	Time Freight	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS			
YARD	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL O				
YARD	10.00 PM	2.55 PM	11.30 AM	7.55 AM					1.1	DN-R SALT LAKE CITY YL SA			
					11.20 PM	7.20 PM	5.50 PM	9.10 AM	0.0	EIGHTH SO. ST. YL			
					11.26	7.26	5.56	9.18	1.3	DN BUENA VISTA BV			
78	10.25	3.18	11.52	8.32 ¹⁰⁴	11.31	7.31	6.01	9.25	4.8	RITER			
58										DN GARFIELD GF			
98	10.34	3.25	11.58 AM	8.42	11.36	7.35	6.06	9.31	10.3	B. & G. CROSSING			
90	10.42	3.32	12.06 PM	8.50	11.40	7.39	6.10	9.37	15.7	LAKE POINT			
									16.9	MORRIS			
100	10.50	3.38	12.12	8.57	11.44	7.43	6.14	9.44	19.6	ERDA			
73	10.59	3.45	12.18	9.06	11.48	7.47	6.18	9.50	23.5	SHIELDS			
94	11.10	3.58 ³⁸	12.25	9.18	11.53	7.51	6.22	9.56	27.6	DN WARNER DU			
94	11.20	4.10	12.32	9.28	11.58 PM	7.55	6.27	10.02	31.7	BAUER			
85	11.30	4.20	12.39	9.38	12.02 AM	7.59	6.33	10.10	35.8	DN STOCKTON KN			
									39.2	DN ST. JOHN SJ			
133	11.45	4.35	12.50 ²⁵⁸	9.53	12.09	8.05 ²⁵⁴	6.40	10.25	41.4	CLOVER			
139	11.53	4.45	12.57	10.02	12.15	8.10	6.46	10.35	47.9	AJAX			
102	11.59 PM	4.51	1.01	10.08	12.19	8.13	6.50	10.40	52.3	N FAUST FA			
94	12.02 AM	4.54	1.04	10.12	12.21	8.15	6.52	10.43	54.8	PEHRSON			
51	12.10	5.04	1.10	10.22	12.26	8.19	6.57	10.49	60.7	DUNBAR			
73	12.32 ³	5.20	1.22	10.38	12.32 ²⁶¹	8.25	7.03	10.58	66.8	LOFGREEN			
94	12.42	5.30	1.28	10.46	12.36	8.29	7.07 ²⁵⁴	11.03	69.9	BOULTER			
94	12.52	5.40	1.36	10.55	12.41	8.34	7.12	11.09	74.1	DN TINTIC U			
80	1.05 ²⁶⁰	5.52	1.47	11.08	12.48 ²⁶⁰	8.41	7.20	11.19	79.8	McINTYRE			
78										JERICHO			
84	1.15	6.02	1.55	11.20 ²⁵⁸	12.55	8.46	7.26	11.35 ²⁵⁸	85.4	DYER			
72										OHAMPLIN			
94	1.24	6.12 ²⁵⁴	2.02	11.28	1.02	8.52	7.32	11.42	92.1	ADAMS			
73	1.33	6.22	2.10 ³⁸	11.37	1.09	8.58	7.39	11.50	98.7	DN-R LYNN DYL YL NY			
94	1.40	6.30	2.18	11.45	1.14	9.03	7.44	11.56 AM	104.5	118.1			
73	1.46	6.36	2.23	11.51	1.18	9.07	7.48	12.01 PM	109.0				
98	1.52	6.42	2.27	11.56 AM	1.22	9.10	7.52	12.06	113.0				
YARD	2.00 AM	7.30 PM	2.45 PM	12.05 PM	1.35 AM	9.15 PM	8.00 PM	12.15 PM	118.1				

(4.00)	(4.35)	(3.15)	(4.10)	(2.15)	(1.55)	(2.10)	(3.05)	Thru Time
28.5	25.7	36.3	28.3	52.4	61.6	54.5	38.3	Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

Unless otherwise directed, eastward extra trains will use Passenger Line, Buena Vista to Salt Lake City; westward extra passenger trains will use Passenger Line, Salt Lake City to Buena Vista and westward freight trains will use Freight Line, North Yard to Buena Vista.

No. 1, No. 3, No. 103 and No. 37 will register at Lynndyl by train registering ticket.

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD				SECOND SUBDIVISION				EASTWARD					
Car Capacity of sidings, etc. See Rule 6(A) Page 24.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 1			
	261	259	299	255	3	103	1	37		February 29, 1948			
	Time Freight	Time Freight	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS			
YARD	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL O				
YARD	10.00 PM	2.55 PM	11.30 AM	7.55 AM					1.1	DN-R SALT LAKE CITY YL SA			
					11.20 PM	7.20 PM	5.50 PM	9.10 AM	0.0	EIGHTH SO. ST. YL			
					11.26	7.26	5.56	9.18	1.3	DN BUENA VISTA BV			
78	10.25	3.18	11.52	8.32 ¹⁰⁴	11.31	7.31	6.01	9.25	4.8	RITER			
58										DN GARFIELD GF			
98	10.34	3.25	11.58 AM	8.42	11.36	7.35	6.06	9.31	10.3	B. & G. CROSSING			
90	10.42	3.32	12.06 PM	8.50	11.40	7.39	6.10	9.37	15.7	LAKE POINT			
									16.9	MORRIS			
100	10.50	3.38	12.12	8.57	11.44	7.43	6.14	9.44	19.6	ERDA			
73	10.59	3.45	12.18	9.06	11.48	7.47	6.18	9.50	23.5	SHIELDS			
94	11.10	3.58 ³⁸	12.25	9.18	11.53	7.51	6.22	9.56	27.6	DN WARNER DU			
94	11.20	4.10	12.32	9.28	11.58 PM	7.55	6.27	10.02	31.7	BAUER			
85	11.30	4.20	12.39	9.38	12.02 AM	7.59	6.33	10.10	35.8	DN STOCKTON KN			
									39.2	DN ST. JOHN SJ			
133	11.45	4.35	12.50 ²⁵⁸	9.53	12.09	8.05 ²⁵⁴	6.40	10.25	41.4	CLOVER			
139	11.53	4.45	12.57	10.02	12.15	8.10	6.46	10.35	47.9	AJAX			
102	11.59 PM	4.51	1.01	10.08	12.19	8.13	6.50	10.40	52.3	N FAUST FA			
94	12.02 AM	4.54	1.04	10.12	12.21	8.15	6.52	10.43	54.8	PEHRSON			
51	12.10	5.04	1.10	10.22	12.26	8.19	6.57	10.49	60.7	DUNBAR			
73	12.32 ³	5.20	1.22	10.38	12.32 ²⁶¹	8.25	7.03	10.58	66.8	LOFGREEN			
94	12.42	5.30	1.28	10.46	12.36	8.29	7.07 ²⁵⁴	11.03	69.9	BOULTER			
94	12.52	5.40	1.36	10.55	12.41	8.34	7.12	11.09	74.1	DN TINTIC U			
80	1.05 ²⁶⁰	5.52	1.47	11.08	12.48 ²⁶⁰	8.41	7.20	11.19	79.8	McINTYRE			
78										JERICHO			
84	1.15	6.02	1.55	11.20 ²⁵⁸	12.55	8.46	7.26	11.35 ²⁵⁸	85.4	DYER			
72										OHAMPLIN			
94	1.24	6.12 ²⁵⁴	2.02	11.28	1.02	8.52	7.32	11.42	92.1	ADAMS			
73	1.33	6.22	2.10 ³⁸	11.37	1.09	8.58	7.39	11.50	98.7	DN-R LYNN DYL YL NY			
94	1.40	6.30	2.18	11.45	1.14	9.03	7.44	11.56 AM	104.5	118.1			
73	1.46	6.36	2.23	11.51	1.18	9.07	7.48	12.01 PM	109.0				
98	1.52	6.42	2.27	11.56 AM	1.22	9.10	7.52	12.06	113.0				
YARD	2.00 AM	7.30 PM	2.45 PM	12.05 PM	1.35 AM	9.15 PM	8.00 PM	12.15 PM	118.1				

Thru Time.....	(2.25)	(2.25)	(1.51)	(3.00)	(4.30)	(4.30)	(4.30)	(4.45)
Average speed per hour.....	48.8	48.8	63.8	39.3	26.2	26.2	26.2	24.8

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

Unless otherwise directed, eastward extra trains will use Passenger Line, Buena Vista to Salt Lake City; westward extra passenger trains will use Passenger Line, Salt Lake City to Buena Vista and westward freight trains will use Freight Line, North Yard to Buena Vista.

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD

THIRD SUBDIVISION

Car Capacity of sidings, etc. See Rule 6(A) Page 24.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City
	259	299	255	261	103	1	37	3	
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
YARD OPTWY	8.05 PM	2.55 PM	1.00 PM	3.00 AM	9.15 PM	8.00 PM	12.25 PM	1.37 AM	118.1
99 P	8.15	3.05	1.10	3.10	9.20	8.06	12.32	1.43	123.7
99 P	8.21	3.11	1.20 ³⁸	3.18	9.24	8.10	12.36	1.48 ⁴	128.5
47 96 PWY	8.30	3.19	1.30	3.28	9.30	8.17	12.44	1.53 ²⁵⁶	134.6
73 P	8.38	3.25	1.40	3.36	9.34	8.22	12.52	2.03	139.6
94 P	8.44	3.30	1.46	3.44 ²	9.37 ²⁶⁰	8.26	12.57 ³⁸	2.07	144.1
72 P	8.50	3.35 ²⁵⁴	1.52	3.50	9.40	8.30	1.09	2.11	148.5
81 P	8.56	3.40	1.58	3.56	9.43	8.34	1.15	2.15	153.0
94 P	9.03 ²⁶⁰	3.46	2.05	4.05	9.47	8.38	1.22	2.19	158.1
95 P	9.09	3.51	2.11	4.12	9.50	8.42	1.28	2.23	163.0
73 P	9.17	3.59	2.20	4.22	9.55	8.48 ²⁶⁰	1.37	2.29	169.4
94 P	9.23	4.04	2.27	4.30	9.59	8.52	1.43	2.33	174.4
94 P	9.30	4.09	2.33	4.38	10.03	8.56	1.50	2.37	179.4
94 PW	9.37	4.15	2.40 ²⁵⁴	4.46	10.07	9.01	1.58	2.42	184.6
94 P	9.42	4.20	2.46	4.52	10.11	9.05	2.04	2.46	189.3
73 P	9.49	4.25	2.52	4.59	10.15	9.09	2.10	2.50	194.3
94 P	9.54	4.30	2.57	5.06	10.18	9.13	2.15 ²⁵⁴	2.54 ²	198.9
74 P	9.59	4.35	3.03	5.12	10.21	9.17	2.20	2.58	203.0
YARD OPTWYZ	A 10.10 PM	A 4.50 PM	A 3.30 PM	A 5.30 AM	A 10.27 PM	A 9.25 PM	A 2.30 PM	A 3.05 AM	207.2

Time-Table No. 1
February 29, 1948

STATIONS

DN-R LYNN DYL YL NY
5.6
CLINE 4.8
STRONG 6.1
DN DELTA YL AK
5.0
OASIS 4.5
VAN 4.4
MIRAGE 4.5
N CLEAR LAKE OK
5.1
NEELS 4.9
BORDEN 6.4
BLOOM 5.0
CRUZ 5.0
PUMICE 5.2
DN BLACK ROCK KO
4.7
MALONE 5.0
READ 4.6
MURDOCK 4.1
KIPP 4.2
DN-R MILFORD YL FD

BLOCK SIGNALS

89.1

(2.05) 42.7 (1.55) 46.5 (2.30) 35.6 (2.30) 35.6 (1.12) 74.2 (1.25) 62.9 (2.05) 42.7 (1.28) 60.7 Thru Time Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 103 will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers see page 24.

THIRD SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 24.	FIRST CLASS				SECOND CLASS					
	4	2	104	38	258	254	260	256		
	Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight		
YARD OPTWY	DN-R LYNN DYL YL NY	665.9	A s 2.03 AM	A 4.15 AM	A 6.54 AM	A 1.35 PM	A 9.30 AM	A 4.30 PM	A 10.30 PM	A 2.30 AM
99 P	5.6	680.3	1.54	4.05	6.48	1.25	9.14	4.12	10.06	2.15
99 P	CLINE 4.8	655.5	1.48 ³	4.00	6.44	1.20 ²⁵⁵	9.07	4.05	9.59	2.08
47 96 PWY	STRONG 6.1	649.4	1.39	3.53	6.39	s 1.12	8.58	3.56	9.50	1.58 ³
73 P	DN DELTA YL AK	644.4	1.34	3.48	6.34	s 1.02	8.48	3.49	9.43	1.40
94 P	5.0	639.9	1.30	3.44 ²⁶¹	6.31	12.57 ³⁷	8.42	3.43	9.37 ¹⁰³	1.33
72 P	OASIS 4.5	635.5	1.26 ²⁵⁶	3.40	6.28	12.50	8.36	3.35 ²⁹⁹	9.17	1.26 ⁴
81 P	VAN 4.4	631.0	1.22	3.36	6.24	12.45	8.30	3.27	9.11	1.14
94 P	MIRAGE 4.5	625.9	1.18	3.32	6.20	12.40	8.22	3.20	9.03 ²⁵⁹	1.06
95 P	N CLEAR LAKE OK	621.0	1.14	3.28	6.17	12.35	8.15	3.14	8.57	1.00
73 P	5.1	614.6	1.08	3.22	6.12	12.29	8.05	3.06	8.48 ¹	12.51
94 P	NEELS 4.9	609.6	1.04	3.18	6.08	12.24	7.57	2.59	8.32	12.44
94 P	BORDEN 6.4	604.6	1.00	3.14	6.04	12.19	7.50	2.52	8.25	12.37
94 PW	BLOOM 5.0	599.4	12.55	3.09	6.00	f 12.12	7.42	2.40 ²⁵⁵	8.18	12.30
94 P	CRUZ 5.0	594.7	12.51	3.04	5.57	12.04 PM	7.35	2.32	8.12	12.24
73 P	PUMICE 5.2	589.7	12.46	2.59	5.53	11.59 AM	7.27	2.24	8.05	12.17
94 P	DN BLACK ROCK KO	585.1	12.42	2.54 ³	5.50	11.55	7.20	2.15 ³⁷	7.59	12.11
74 P	4.7	581.0	12.39	2.50	5.47	11.51	7.10	2.07	7.53	12.05 AM
YARD OPTWYZ	MALONE 5.0	576.8	12.35 AM	2.45 AM	5.43 AM	11.45 AM	7.00 AM	2.00 PM	7.45 PM	11.55 PM
	READ 4.6		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	MURDOCK 4.1									
	KIPP 4.2									
	DN-R MILFORD YL FD									

Time-Table No. 1
February 29, 1948

STATIONS

DN-R LYNN DYL YL NY
5.6
CLINE 4.8
STRONG 6.1
DN DELTA YL AK
5.0
OASIS 4.5
VAN 4.4
MIRAGE 4.5
N CLEAR LAKE OK
5.1
NEELS 4.9
BORDEN 6.4
BLOOM 5.0
CRUZ 5.0
PUMICE 5.2
DN BLACK ROCK KO
4.7
MALONE 5.0
READ 4.6
MURDOCK 4.1
KIPP 4.2
DN-R MILFORD YL FD

BLOCK SIGNALS

89.1

Thru Time Average speed per hour (1.28) 60.7 (1.30) 59.3 (1.11) 75.3 (1.50) 48.6 (2.30) 35.6 (2.30) 35.6 (2.45) 32.4 (2.35) 34.4

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 4, No. 2, No. 104 and No. 38 will register at Lynndyl by train registering ticket.

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD

FOURTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 24.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 1	
	259	299	255	261	103	1	37	3		February 29, 1948	
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger		STATIONS	
YARD OPTWYZ	11.00 ²⁵⁶ PM	5.00 PM	4.00 PM	6.05 ²⁵⁸ AM	10.28 ^{PM}	9.30 PM	2.40 PM	3.15 ^{AM}	207.2	DN-R	MILFORD YL FD
123 P	11.09	5.10	4.12	6.15	10.33	9.36	2.48	3.22	212.3		5.1 UPTON
									217.4		5.1 LAHO
123 PW	11.23	5.22	4.27	6.29	10.40 ²⁵⁶	9.44	2.58	3.30	222.4		5.0 THERMO
123 P	11.32	5.29	4.37	6.38	10.45	9.49	3.05	3.35	229.2		6.8 NADA
123 P	11.37	5.34	4.43	6.44	10.48	9.52	3.10	3.39	233.5		4.3 LATIMER
123 189 OPWY	11.50 ^{PM}	5.45 ²⁶⁰	5.00	7.00	10.54	10.00 ²⁵⁶	s 3.30	s 3.58	242.6	DN	9.1 LUND UN
123 P	12.15 AM	5.57	5.15 ²⁶⁰	7.15	11.02	10.09	3.43	4.08	252.5		9.9 ZANE
123 P	12.22	6.02	5.22	7.22	11.06	10.13	3.49	4.12	257.3		4.8 BERYL BY
123 P	12.38	6.15	5.38	7.38	11.16 ⁴	10.23	4.01	4.22 ²⁵⁸	268.2		10.9 HEIST
123 123 OPWY	12.49	6.26	5.49	7.49	11.21	10.29	s 4.11	4.28	274.2	DN	6.0 MODENA NA
73 P	12.54	6.31	5.54	7.54	11.24	10.33	4.15	4.31	278.1		3.9 TOMAS
73 52 P	1.00	6.37	6.00	8.00	11.28	10.37	4.19 ²⁶⁰	4.41 ¹⁰⁴	282.3		4.7 UVADA
52 P	1.06	6.42	6.10	8.10	11.31	10.41	4.24	4.50	286.2		3.4 LIEN
127 PYRCS	1.15 ²	6.53	6.21	8.21	11.39	10.50 ⁴	4.34	4.58	290.3	DN	4.1 CRESTLINE YL NE
99 P	1.30	7.01	6.30	8.30	11.44	11.00	4.40	5.04	294.7		4.4 BROWN
74 PW	1.40	7.11	6.40	8.40	11.51	11.10	4.48	5.12	299.4		4.7 ACOMA
73 P	1.52	7.22	6.52	8.52	11.58 ^{PM}	11.20	4.57	5.21	305.4		6.0 BARCLAY
102 PYRCS	2.01	7.29	7.01	9.12 ³⁸	12.03 ^{AM}	11.30	5.02	5.27	308.7	DN	3.3 ISLEN SN
84 P	2.22	7.50 ²⁵⁶	7.22	9.34 ²⁵⁴	12.18	11.45	5.21	5.42	315.6		6.9 MINTO
99 P	2.32 ²⁵⁸	7.58	7.32 ²⁵⁶	9.44	12.25 ²	11.55 ^{PM}	5.30	5.48	319.7		4.1 ECCLES
YARD OPTWY	A 3.00 AM	A 8.10 PM	A 8.00 PM	A 10.00 AM	A 12.35 AM	A 12.10 ² AM	A 5.50 PM	A 6.00 AM	324.5	DN-R	4.8 CALIENTE YL CS
											(117.3)

(4.00) (3.10) (4.00) (3.55) (2.07) (2.40) (3.10) (2.45) Thru Time
 29.3 37.4 29.3 29.9 55.4 43.9 37.4 42.6 Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

For conditional stops to discharge or pick up revenue passengers see page 24.

FOURTH SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 24.	FIRST CLASS				SECOND CLASS				Mile Post	Time-Table No. 1	
	2	104	38	4	258	254	260	256		February 29, 1948	
	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight		STATIONS	
YARD OPTWYZ					6.05 ²⁶¹ AM	A 1.30 PM	A 7.15 PM	A 11.00 ²⁵⁹ PM	576.8	DN-R	MILFORD YL FD
123 P					5.56	12.50	6.32	10.53	571.7		5.1 UPTON
									566.6		5.1 LAHO
123 PW					5.41	12.30	6.17	10.40 ¹⁰³	561.6		5.0 THERMO
123 P					5.31	12.20	6.07	10.26	554.8		6.8 NADA
123 P					5.25	12.14	6.01	10.21	550.5		4.3 LATIMER
123 189 OPWY					5.12 ²⁵⁸	s 10.55	s 11.50 ²⁵⁹	5.12 ¹⁰⁴	541.4	DN	9.1 LUND UN
123 P					4.47	11.47 AM	5.15 ²⁵⁵	9.45	531.5		9.9 ZANE
123 P					4.40	11.40	4.58	9.39	526.7		4.8 BERYL BY
123 P					4.22 ³	11.20	4.42	9.25	515.8		10.9 HEIST
123 123 OPWY					4.08	11.08	4.32	9.17	509.8	DN	6.0 MODENA NA
73 P					4.01	11.01	4.25	9.11	505.9		3.9 TOMAS
73 52 P					3.55	10.55	4.19 ³⁷	9.05	501.2		4.7 UVADA
52 P					3.48	10.48	4.13	8.58	497.8		3.4 LIEN
127 PYRCS					3.40	10.40	4.05	8.50	493.7	DN	4.1 CRESTLINE YL NE
99 P					3.30	10.30	3.55	8.40	489.3		4.4 BROWN
74 PW					3.22	10.22	3.47	8.32	484.6		4.7 ACOMA
73 P					3.10	10.10	3.35	8.20	478.6		6.0 BARCLAY
102 PYRCS					3.00	10.00	3.25	8.10	475.3	DN	3.3 ISLEN SN
84 P					2.40	9.34 ²⁶¹	3.05	7.50 ²⁹⁹	468.4		6.9 MINTO
99 P					2.32 ²⁵⁹	9.24	2.55	7.32 ²⁵⁵	464.3		4.1 ECCLES
YARD OPTWY					2.15 AM	9.15 AM	2.45 PM	7.15 PM	459.5	DN-R	4.8 CALIENTE YL CS
											(117.3)

Thru Time..... (2.30) (2.07) (2.55) (2.40) (3.50) (4.15) (4.30) (3.45)
 Average speed per hour..... 46.9 55.4 40.2 43.9 30.6 27.2 26.0 31.2

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

The time of No. 299 must be cleared not less than five minutes by eastward second-class and extra trains and not less than ten minutes by westward second-class and extra trains.

No. 104 will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD

FIFTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 24	SECOND CLASS				FIRST CLASS			Distance from Salt Lake City	Time-Table No. 1 February 29, 1948	
	255 Time Freight	299 Stock Special	261 Time Freight	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger			3 Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily
YARD OPTWY	7.45PM	7.30PM	9.45AM	2.45AM	11.40PM	11.20PM	5.05PM	5.10AM	324.5	
90 P					11.46PM		5.13	5.17	329.5	
70 P						11.35	5.22	5.26	334.5	
97 P					12.02AM	11.43	5.30	5.34	339.1	
125 PW					12.13	11.54PM	5.45	5.45	345.6	
73 P					12.20	12.01AM	5.52	5.52	349.9	
89 PY						12.09	6.00	6.00	354.9	
74 P					12.32	12.15	6.07	6.06 ³⁸	360.0	
102 77 OPWY					12.37	12.21	6.15	6.12	364.9	
94 P						12.30	6.25	6.21	370.5	
69 P					12.54	12.39	6.34	6.30	375.5	
73 P					1.03 ¹⁰⁴	12.48	6.43	6.39	381.1	
112 PW					1.09	12.55 ¹⁰⁴	6.51 ⁴	6.45	386.1	
93 P					1.14	1.02	7.01	6.51	390.6	
73 P					1.19	1.07	7.07	6.56	395.9	
116 PWY					1.23	1.11 ^s	7.15	7.00	400.9	
74 P					1.27	1.16	7.21	7.05	405.9	
89 P					1.32	1.20	7.26	7.09	410.5	
72 P					1.36	1.24	7.31	7.14	415.4	
83 PW					1.40	1.29	7.37	7.19	421.0	
74 P					1.46	1.35	7.44	7.25	426.5	
90 P					1.52	1.41	7.51	7.31	432.0	
74 P					1.58	1.47	7.58	7.37	437.0	
72 P					2.02	1.51	8.03	7.41	441.6	
93 P					2.05	1.54	8.11 ²	7.44	445.3	
YARD OPTWY	A 11.35PM	A 11.30PM	A 1.30PM	A 6.30AM	A 2.15AM	A 2.05AM	A 8.25PM	A 7.55AM	449.8	

Time-Table No. 1
February 29, 1948

STATIONS

DN-R	CALIENTE	YL	OS
	5.0		
	ETNA		
	5.0		
	STINE		
	4.6		
	BOYD		
	6.5		
	ELGIN		
	4.3		
	KYLE		
	5.0		
	LEITH		
	5.1		
	CLOUD		
	4.9		
	CARP		
	5.6		
	VIGO		
	5.0		
	GALT		
	5.6		
	HOYA		
	5.0		
	ROX		
	4.5		
	FARRIER		
	5.3		
	ACTON		
	5.0		
DN	MOAPA	MA	
	5.0		
	BYRON		
	4.6		
	UTE		
	4.9		
	CRYSTAL		
	5.6		
	DRY LAKE		
	5.5		
	GARNET		
	5.5		
	APEX		
	5.0		
	DIKE		
	4.6		
	VALLEY		
	8.7		
	WANN		
	4.5		
DN-R	LAS VEGAS	YL	VG

CENTRALIZED TRAFFIC CONTROL

125.8

(3.50) (4.00) (3.45) (3.45) (2.35) (2.45) (3.20) (2.45) Thru Time
32.7 31.3 33.4 33.4 48.5 45.5 37.6 45.5 Average speed per hour

For conditional stops to discharge or pick up revenue passengers see page 24.

FIFTH SUBDIVISION

EASTWARD WESTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 24	Time-Table No. 1 February 29, 1948	Mile-Post	FIRST CLASS				SECOND CLASS			
			38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	254 Time Freight	260 Time Freight	256 Time Freight	258 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
YARD OPTWY	DN-R CALIENTE YL CS	459.5	A 7.25AM	A 8.35PM	A 10.55PM	A 2.30AM	A 7.20AM	A 12.45PM	A 5.30PM	A 12.30AM
90 P	5.0 ETNA	454.5	7.06	8.23	10.43	2.20				
70 P	5.0 STINE	449.5	6.57	8.14	10.34					
97 P	4.6 BOYD	444.9	6.47	8.06	10.26	2.04				
125 PW	6.5 ELGIN	438.4	f 6.32	7.53	10.13	1.53				
73 P	4.3 KYLE	434.1	6.22	7.46	10.06	1.46				
89 PY	5.0 LEITH	429.1	6.14	7.38	9.58	1.39				
74 P	5.1 CLOUD	424.0	6.06 ³	7.32	9.52					
102 77 OPWY	4.9 CARP	419.1	f 5.58	7.25	9.45	1.30				
94 P	5.6 VIGO	418.5	5.47	7.16	9.36	1.21				
69 P	5.0 GALT	408.5	5.38	7.07	9.27	1.12				
73 P	5.6 HOYA	402.9	5.29	6.58	9.18	1.03 ¹⁰³				
112 PW	5.0 ROX	397.9	f 5.22	6.51 ³⁷	9.11	1.25 ¹				
93 P	4.5 FARRIER	393.4	5.16	6.45	9.05	1.25				
73 P	5.3 ACTON	388.1	5.11	6.40	9.00	1.24				
116 PWY	5.0 DN MOAPA MA	388.1	s 5.05	6.35	8.55	1.24				
74 P	5.0 BYRON	378.1	4.54	6.29	8.49	1.23				
89 P	4.6 UTE	373.5	4.49	6.25	8.45	1.23				
72 P	4.9 CRYSTAL	368.6	4.44	6.21	8.41	1.22				
83 PW	5.6 DRY LAKE	368.0	4.39	6.16	8.36	1.23				
74 P	5.5 GARNET	357.5	4.33	6.10	8.30	1.21				
90 P	5.5 APEX	352.0	4.27	6.04	8.24	1.21				
74 P	5.0 DIKE	347.0	4.20	5.58	8.18	1.20				
72 P	4.6 VALLEY	342.4	4.15	5.54	8.14	1.20				
98 P	8.7 WANN	338.7	4.12	5.51	8.11 ³⁷	1.20				
YARD OPTWY	DN-R LAS VEGAS YL VG	334.2	4.05AM	5.45PM	8.05PM	11.55PM	3.00AM	8.15AM	1.00PM	8.10PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (3.20) (2.50) (2.50) (2.35) (4.20) (4.30) (4.30) (4.20)
Average speed per hour 37.6 44.2 44.2 48.3 28.9 27.8 27.8 28.9

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD

SIXTH SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 24	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City
	261 Time Freight	259 Time Freight	255 Time Freight	299 Stock Special	37 Passenger	3 Passenger	103 Streamliner Passenger	1 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
YARD OPTWYZ	3.00PM	8.00AM	1.00AM	12.30AM	8.45PM	8.10AM	2.25AM	2.15AM	449.8
117 P					8.56	8.20	2.34	2.25	454.7
Y									457.0
107 PW					f 9.07	8.29	2.42	2.34	461.5
104 P					f 9.19	8.39	2.52	2.43	469.0
115 P					9.30	8.47	2.59 ³⁸	2.51 ³⁸	474.7
49 P									478.8
116 P					9.38	8.54	3.05 ¹	3.05 ¹⁰³	482.9
118 P					9.43	8.58		3.15	487.7
66 P					9.48		3.12	3.20	492.8
125 P					9.53	9.05		3.24	496.8
118 PW					9.58	9.09	3.19	3.29	501.5
117 P					10.05	9.14	3.23	3.35	506.5
117 P					10.12	9.20	3.28	3.41	511.9
117 PW					f 10.19	9.25	3.33	3.47	516.5
117 P					10.25	9.31	3.38	3.53	521.1
106 P					10.34 ¹⁰⁴	9.37	3.44	3.59	526.0
103 } PY					f 10.45	9.43	3.48	4.05	529.8
107 }									
115 PW					10.54	9.49	3.53	4.11	533.8
117 P					11.01	9.54		4.17	536.9
118 P					11.07	9.59	4.00	4.22	540.6
117 P					11.14	10.06	4.04	4.28	544.9
85 } OPWY					s 11.30	10.12	4.09	4.34	548.5
92 }									
114 P					11.36	10.18		4.40	553.4
117 P					11.41	10.23	4.18	4.44	558.1
81 P					11.46	10.27		4.48	562.1
106 PW					11.51PM	10.31	4.24	4.52	566.4
117 P					12.02AM ³⁸	10.36		4.57	572.1
117 P					12.10		4.33	5.04	579.7
126 P					12.17	10.48	4.38	5.10	587.1
70 P					12.25	10.55	4.44	5.17	592.5
125 P					12.32	11.01	4.49	5.23	596.7
117 P					12.38	11.07	4.53	5.29	601.6
117 P					12.44	11.11		5.34	606.2
117 PW					12.51	11.15	5.00	5.39	610.7
115 P					12.58	11.20		5.44	615.7
YARD OPTWY	A 10.30PM	A 3.30PM	A 8.30AM	A 6.00AM	A 1.15AM	A 11.30AM	A 5.10AM	A 5.55AM	620.8

Time-Table No. 1
February 29, 1948

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.8
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.6
SUTOR
4.6
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
D NIPTON OH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
CIMA YL
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.8
HAYDEN
3.6
DN-R KELSO YL FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.8
SANDS
5.7
BALCH
7.6
CRUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN
171.0

CENTRALIZED TRAFFIC CONTROL

Thru Time Thru Time
Average speed per hour Average speed per hour

For conditional stops to discharge or pick up revenue passengers see page 24.

SIXTH SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 24	FIRST CLASS				SECOND CLASS				Mile-Post
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	258 Time Freight	254 Time Freight	260 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
YARD OPTWYZ	A 5.30PM	A 7.50PM	A 11.45PM	A 3.45AM	A 11.30AM	A 6.30PM	A 1.30AM	A 6.15AM	884.2
117 P	5.17	7.38	11.32	3.25					829.8
Y									827.0
107 PW	D 5.11	7.32	11.27	f 3.18					822.5
104 P	D 5.02	7.23	11.19	f 3.07					815.0
115 P		4.55	7.16	11.13	2.59 ¹⁰³				809.8
					2.51 ¹				805.7
49 P									805.7
116 P	D 4.46	7.09	11.07	s 2.37					801.1
118 P		4.41	7.05	11.03					296.8
66 P		4.36	7.01						291.7
125 P		4.32	6.57	10.56					287.2
118 PW		4.28	6.53						282.5
117 P	D 4.23	6.48	10.49	s 2.05					277.5
117 P		4.18	6.43	10.45					272.1
117 PW		4.14	6.39						267.5
117 P		4.10	6.35	10.38					262.9
106 P		4.05	6.30	10.34 ³⁷					258.0
103 } PY		4.00	6.25	10.29					254.2
107 }									
115 PW		3.50	6.15	10.22					250.2
117 P		3.44	6.09	10.15					247.1
118 P		3.37	6.02	10.08					243.4
117 P		3.29	5.54	10.01					239.1
85 } OPWY	s 3.20	5.45	9.53	s 12.40					235.5
92 }									
114 P		3.11	5.35	9.43					230.6
117 P		3.05	5.29	9.37					225.9
81 P		3.00	5.23	9.32					221.9
106 PW		2.55	5.18						217.6
117 P				9.25	12.02AM ³⁷				211.9
117 P		2.43	5.06		11.55PM				204.8
126 P		2.37	5.00	9.15	11.48				196.9
70 P		2.30	4.53	9.09	11.41				191.5
125 P		2.25		9.05	11.36				187.3
117 P		2.20	4.44		11.31				182.4
117 P		2.16	4.40		11.26				177.8
117 PW		2.12		8.55	11.22				173.3
115 P		2.07	4.32		11.17				168.3
YARD OPTWY	DN-R YERMO YL BN	2.00PM	4.25PM	8.46PM	11.10PM	5.15AM	12.15PM	7.15PM	168.2
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	171.0

Thru Time Thru Time
Average speed per hour Average speed per hour

For conditional stops to discharge or pick up revenue passengers see page 24.

WESTWARD

SEVENTH SUBDIVISION

Table with columns for Second Class (261, 259, 255, 299) and First Class (3, 1, 103, 37) trains. Includes time freight, stock special, and passenger times.

Time-Table No. 1

February 29, 1948

STATIONS table listing stations from Salt Lake City to Los Angeles with distances and C.T.C. markings.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

SEVENTH SUBDIVISION

EASTWARD

Table with columns for First Class (4, 2, 104, 38) and Second Class (258, 254, 260, 256) trains. Includes time freight and passenger times.

Time-Table No. 1

February 29, 1948

STATIONS table listing stations from Los Angeles to Salt Lake City with distances and C.T.C. markings.

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class.—See Rule S-72.

WESTWARD		SAN PEDRO BRANCH		EASTWARD	
Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	P	2.8	DOWNEY ROAD YL	2.8	
Tfr	IP	3.1	0.3 DN HOBART YL J A. T. and S. F. Crossing	3.1	
	I	3.6	0.5 L. A. JCT. BY. CROSSING YL	3.6	
85	PW	4.2	0.6 FRUITLAND YL	4.2	
	AI	5.1	0.9 P. E. CROSSING YL	5.1	
15 77	P	5.8	0.2 BELL YL	5.8	
	AI	7.4	2.1 SOUTH GATE YL (S. P. Csg.)	7.4	
		9.4	0.6 WORKMAN	9.4	
3		10.0	1.2 RANCHO LOS AMIGOS (Spur)	10.0	
	AI	11.2	1.3 P. E. CROSSING	11.2	
61	P	12.5	1.8 D PARAMOUNT YL HY	12.5	
73 75	P	14.3	1.8 RIOCO YL	14.3	
		14.6	0.3 DOUGLAS JCT. YL	14.6	
	I	17.4	2.8 COTA P. E. Crossing	17.4	
96	P	19.1	1.7 D MANUEL MU	19.1	
	I	21.7	2.6 THENARD S. P. and P. E. Crossings	21.7	
YARD	P	22.8	0.6 DN MEAD TFR. YL WI	22.8	
	I	23.2	0.9 HENRY FORD BLV. DRAWBRIDGE YL	23.2	
YARD PWY		24.2	1.0 TERMINAL ISLAND YL	24.2	
YARD	P	25.9	1.7 EAST SAN PEDRO YL	25.9	
		28.1			

WESTWARD — PASADENA BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	I	0.9	PASADENA JCT. YL	0.9			
	I	1.0	0.1 ALHAMBRA AVE. YL S. P. Crossing	1.0			
	I	1.6	0.6 GLENDALE JCT. YL	1.6			
		2.7	1.1 AVENUE 88 YL	2.7			
		5.4	2.7 HIGHLAND PARK YL A. T. and S. F. Crossing	5.4			
3		3.4	3.0 RAYMOND YL (Spur)	3.4			
		9.0	0.6 FAIR OAKS AVE. YL P. E. Crossing	9.0			
		9.4	0.4 CALIFORNIA ST. YL	9.4			
19	D	9.8	0.4 PASADENA YL FH	9.8			

WESTWARD — GLENDALE BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	I	1.6	GLENDALE JCT. YL	1.6			
		2.0	0.4 AVENUE 18 YL	2.0			
		2.5	0.5 DAYTON AVE. TWR. YL	2.5			
		4.6	2.1 ARROYO JCT. YL	4.6			
4		5.0	0.4 DELAY DRIVE YL	5.0			
		5.2	0.2 FLETCHER DRIVE YL	5.2			
		5.8	0.6 FOREST LAWN YL	5.8			
3		7.7	1.9 GLENDALE YL	7.7			
		6.1					

Dayton Ave. Tower 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 Arroyo Jct.

On single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD — ANAHEIM BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	P	0.0	WHITTIER JCT. YL	0.0			
18	D	2.3	2.3 WHITTIER YL WR	2.3			
		6.9	4.6 PAC. ELEC. CROSSING	6.9			
	D	9.7	2.8 LA HABRA HA	9.7			
		10.5	0.8 PAC. ELEC. CROSSING	10.5			
6		18.8	3.8 SUNNY HILLS	18.8			
	I	15.5	1.7 A. T. & S. F. CROSSING	15.5			
11	D	17.8	1.8 FULLERTON RN	17.8			
40	WT	20.0	2.7 ANAHEIM YL MN	20.0			
		20.0					

WESTWARD — ST. THOMAS BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	Second Class	311 Mixed					
	Daily	Except Sunday					
115	PWY	10.15AM	0.0	DN-R MOAPA MA	0.0		
11		10.40	5.1	5.1 NARROWS	5.1		
9		11.05	10.2	5.1 LOGANDALE	10.2		
3		11.15	12.8	2.6 VIRGIN	12.8		
11		11.30	14.8	2.0 OVERTON	14.8		
	or	11.55AM	16.7	1.9 MEAD LAKE (Spur)	16.7		
				16.7			
				Daily			
				Except Sunday			
		(1.40)		Thru Time	(1.40)		
		10.0		Average speed per hour	10.0		

WESTWARD — CRESTMORE BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	I	0.0	RIVERSIDE JCT. YL	0.0			
	P	0.8	0.3 S. P. INTERCHANGE	0.8			
		1.0	0.7 FAIRMONT PARK	1.0			
16	P	1.8	0.8 ALAMO (Spur)	1.8			
	PWY	3.5	2.2 CRESTMORE YL	3.5			
			3.5				

WESTWARD — BOULDER CITY BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948		STATIONS		Mile-Post	
	Second Class	419 Local Freight					
	Daily	Except Sunday					
	Second Class	420 Local Freight					
	Daily	Except Sunday					
	YP	5.50AM	0.0	BOULDER JCT.	0.0		
60	P	6.10	9.8	9.8 D HENDERSON RB	9.8		
YARD	PWY	6.40AM	22.4	12.6 D-R BOULDER CITY YL BC	22.4		
				22.4			
				Daily			
				Except Sunday			
		(0.50)		Thru Time	(0.50)		
		26.9		Average speed per hour	26.9		

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	50	Trains handling loaded wooden Hart convertible cars:			
DLS Specials:				On main line.			30
On straight track, where not otherwise restricted.			60	On branch lines.			20
On curves, where not otherwise restricted.			50	Trains handling company roadway machines on their own wheels:			
Inspection bus cars.		40	40	On main line:			30
When caboose is handled in train consisting of passenger train equipment.		55		On straight track.			25
Mountain type engines.		70	50	On curves.			15
MacArthur type engines with 63-inch drivers.		55	50	On branch lines.			
MacArthur type engines with 57-inch drivers and Consolidation type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
3800 class engines.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
3900 class engines.		65	50	On main line.			25
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	On branch lines.			15
3500 class engines.		35	35	(Slower speed must be observed where conditions require.)			
1900 and 2100 class engines.		30	30	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
0-6-0 and 0-8-0 type yard engines.		20	20	Within yard limits:			
Diesel-electric switch engines in road service.	35	35	35	On main line.	50	40	25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	On branch lines.		30	15
Diesel-electric locomotives in road or helper service:				When using cross-overs or turn-outs:			
Backing up shoving a train.				9000 class engines:			
(Speed of train being helped will govern.)				Forward movement.		10	10
Backing up pulling a train.	40	40	40	Back-up movement.		6	6
Backing up light.			40	All other classes engines:			
Steam engines running backward.		20	20	Forward movement.	15	15	15
Trains handling scale test cars:				Back-up movement.	10	10	10
On main line.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On branch lines.			20	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch except at Caliente, Minto and Buena Vista.			
				Wye tracks.	6	6	6
				Through tunnels.	40	40	25

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum speed.	50	40	40	Midvale			
800, 3800 and 3900 class engines.		30	30	All tracks except main track.			12
Through interlocking.	20	20	20	Sandy			
Within yard limits between Salt Lake City and Atwood.	15	15	15	From M.P. 784.0 to 781.0 westward.	20	20	20
Between Salt Lake City and Sandy.	30	30	30	From M.P. 781.0 to 783.0 eastward.	20	20	20
All trains and engines using main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South St. and Ninth South St.				Draper			
				Between M.P. 778.0 and 773.5.	40	30	20
				Cutler			
				Emseo spur, over No. 7 switch.			5
				Lehi			
				Lehi Cereal Mills.			10
				Sugar Factory trackage.			5

FIRST SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
American Fork				Nephi			
City limits, between M.P. 767.5 and 765.8.	20	20	20	City limits, between M.P. 712.0 and 709.0.	20	20	20
Pleasant Grove				Plaster mill spur.			10
City limits, between M.P. 764.0 and 762.9.	20	20	20	Juab			
Wasatch Oil spur.			10	Between M.P. 694.4 and 691.8.	40	30	20
Geneva Steel Plant				Mills			
Over road crossings.			15	Between M.P. 685.8 and 674.6.	40	30	20
Provo				Lyndyl			
City limits, between M.P. 754.8 and 751.0.	20	20	15	Between house track switch and stand-pipe.	5	5	5
Payson							
Between M.P. 733.5 and 732.9.	40	30	20				

SECOND SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Sts.			5	Erda			
Salt Lake City, between Fifth North and Ninth South Sts. and between Third West and Fourth West Sts.	12	12	12	Between M.P. 755.5 and 754.2.	60	50	40
All trains and engines using main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South St. and Ninth South St.				Shields			
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Between Warner and Stockton on running track.	15	15	15
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	Between M.P. 744.1 and 743.5.	55	45	35
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Between M.P. 743.3 and 742.1.	60	50	40
Between M.P. 779.6 and 779.2.	65	55	45	Faust			
Buena Vista				Between M.P. 721.0 and 719.6.	60	50	40
Between M.P. 770.6 and 770.1.	70	60	45	Pehrson			
Garfield				Between M.P. 715.8 and 705.8.	55	45	35
Between M.P. 767.5 and 767.2.	65	50	40	Boulter			
B. & G. Crossing M.P. 767.1.	65	50	40	Between M.P. 703.8 and 702.1.	70	60	45
American Smelting and Refining Co. High Line.			15	Between M.P. 699.9 and 699.6.	70	60	45
Lake Point				Tintic			
Between M.P. 763.3 and 762.8.	65	55	45	West switch.	20	20	20
Between M.P. 761.9 and 760.9.	70	60	45	Between M.P. 693.4 and 692.8.	70	60	45
Morris				McIntyre			
Between M.P. 758.8 and 757.1.	55	45	35	Between M.P. 688.9 and 687.3.	60	50	40
				Between M.P. 687.0 and 686.2.	65	55	40
				Between M.P. 686.0 and 685.7.	70	60	45
				Jericho			
				Between M.P. 684.5 and 680.5.	60	50	40
				Dyer			
				Between M.P. 679.2 and 678.9.	65	55	40
				Lyndyl, over old cinder pit on inbound roundhouse lead.		5	5
				Lyndyl, between east and west water columns.	15	15	15

THIRD SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Cline				Borden			
Between M.P. 656.4 and 655.8.	70	60	45	Between M.P. 615.8 and 615.2.	60	50	40
Strong				Pumice			
Between M.P. 654.7 and 654.1.	60	50	40	Between M.P. 600.7 and 600.5.	70	60	45
Between M.P. 653.2 and 650.7.	70	60	45	Black Rock			
Delta							

FOURTH SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Tomas				Between M.P. 489.2 and 489.1.	50	40	30
Between M.P. 502.4 and 502.0.	70	60	45	Between M.P. 488.7 and 486.8.	30	30	25
Uvada				Between M.P. 486.6 and 484.5.	50	40	30
Between M.P. 499.9 and 499.7.	70	60	45	Acoma			
Between M.P. 498.5 and 498.2.	70	60	45	Between M.P. 481.6 and 480.4.	30	25	20
Maximum speed.				Between M.P. 480.0 and 479.8.	50	40	25
Between M.P. 497.3 and Caliente.	60	50	40	Between M.P. 479.4 and 479.1.	40	30	25
Lien				Barclay			
Between M.P. 497.3 and 495.0.	30	25	20	Between M.P. 477.2 and 469.1.	30	25	20
Between M.P. 494.4 and 494.1.	40	30	25	Islen to Minto			
Crestline				Steam engines backing up.	12	12	12
Between M.P. 492.1 and 491.9.	40	30	25				
Between M.P. 491.5 and 490.6.	50	40	30				

FOURTH SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Minto				Between M.P. 461.7 and 461.2.	30	25	20
Between M.P. 468.3 and 468.1.	55	45	35	Between M.P. 460.3 and 460.0.	45	35	25
Between M.P. 466.9 and 466.0.	45	35	25	Caliente			
Eccles				Caliente, between public crossing east of passenger station and Signal 4592.	20	20	20
Between M.P. 463.9 and 461.7.	45	35	25				

FIFTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Caliente				Between M.P. 380.9 and 380.4.	65	55	45
Between M.P. 459.5 and 457.9.	50	40	25	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 457.2 and 457.1.	80	65	40	Byron			
Between Etna and Farrier, streamline trains must not exceed schedule speed.		50		Between M.P. 377.2 and 376.7.	85	75	50
Etna				Ute			
Between M.P. 456.1 and 430.1.	35	35	25	Between M.P. 369.4 and 369.1.	70	65	45
Between M.P. 429.2 and 429.1.	65	50	40	Crystal			
Leith				Between M.P. 365.3 and 365.1.	85	75	50
Between M.P. 428.4 and 428.3.	80	50	40	Between M.P. 364.2 and 363.9.	70	65	45
Between M.P. 428.2 and 428.0.	55	45	35	Dry Lake			
Between M.P. 427.6 and 426.4.	65	50	40	Between M.P. 362.5 and 362.2.	60	50	40
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 360.3 and 360.2.	85	75	50
Between M.P. 425.1 and 424.0.	65	50	40	Between M.P. 359.4 and 358.8.	60	50	40
Cloud				Between M.P. 358.4 and 358.2.	45	40	30
Between M.P. 423.7 and 420.4.	65	50	40	Garnet			
Carp				Between M.P. 357.8 and 357.3.	75	70	45
Between M.P. 419.6 and 403.7.	35	35	25	Between M.P. 356.8 and 356.1.	45	40	30
Hoya				Between M.P. 355.3 and 355.2.	85	75	50
Between M.P. 402.1 and 401.7.	80	50	40	Apex			
Between M.P. 400.5 and 399.9.	65	50	40	Between M.P. 352.3 and 351.2.	85	75	50
Between M.P. 398.6 and 397.6.	40	35	25	Between M.P. 351.1 and 350.9.	70	65	45
Rox				Between M.P. 350.7 and 348.4.	40	40	30
Between M.P. 397.3 and 395.6.	65	50	40	Between M.P. 347.6 and 347.4.	85	75	50
Between M.P. 395.4 and 394.7.	35	35	25	Dike			
Between M.P. 394.2 and 394.0.	65	50	40	Between M.P. 345.9 and 345.4.	85	75	50
Farrier				Between M.P. 343.3 and 343.0.	85	75	50
Between M.P. 392.1 and 391.7.	55	45	35	Valley			
Acton				Airport spur.		25	25
Between M.P. 387.7 and 387.6.	85	75	50	Between M.P. 339.3 and 339.0.	85	75	50
Moapa				Wann			
Between switches.	85	70	50	Between M.P. 336.1 and 335.3.	50	40	25
Between M.P. 381.3 and 381.1.	85	75	50	Between M.P. 335.3 and 334.2.	20	20	20
Las Vegas				Las Vegas			

SIXTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Between M.P. 334.2 and 333.1.	20	20	20	Between M.P. 303.8 and 302.6.	85	75	50
Between M.P. 333.1 and 332.4.	50	40	25	Between M.P. 302.2 and 302.0.	85	70	50
Between M.P. 329.4 and 328.0.	85	70	50	Jean			
Between M.P. 327.1 and 326.6.	85	75	50	Between M.P. 301.1 and 300.9.	85	75	50
Arden				Between M.P. 298.8 and 297.5.	85	75	50
Between M.P. 321.0 and 320.6.	65	55	45	Borax			
Between M.P. 319.7 and 318.5.	40	40	30	Between M.P. 296.2 and 295.8.	85	75	50
Between M.P. 318.0 and 317.8.	85	75	50	Roach			
Between M.P. 317.1 and 316.5.	60	50	40	Between M.P. 288.2 and 287.9.	85	75	50
Between M.P. 316.5 and 315.5.	40	40	30	Calada			
Sloan				Between M.P. 286.9 and 286.3.	85	75	50
Between M.P. 315.0 and 314.6.	40	40	30	Between M.P. 284.8 and 284.7.	85	75	50
Between M.P. 313.6 and 312.6.	80	75	45	Desert			
Between M.P. 312.5 and 312.1.	45	40	30	Between M.P. 282.2 and 281.8.	85	70	50
Between M.P. 311.9 and 311.7.	70	65	45	Between M.P. 280.7 and 279.9.	85	75	50
Between M.P. 311.0 and 310.1.	85	75	50	Between M.P. 278.7 and 278.5.	85	75	50
Between M.P. 309.8 and 309.3.	70	65	45	Nipton			
Erie				Between M.P. 276.7 and 276.0.	85	75	50
Between M.P. 308.7 and 308.2.	85	75	50	Between M.P. 274.6 and 274.5.	85	75	50
Sutor				Moore			
Between M.P. 305.3 and 305.0.	85	75	50	Between M.P. 272.9 and 271.9.	85	70	50
				Between M.P. 271.5 and 269.2.	85	75	50

SIXTH SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Ivanpah				Between M.P. 231.2 and 230.9.	70	65	45
Between M.P. 267.5 and 267.1.	85	70	50	Flynn			
Between M.P. 266.6 and 265.3.	85	75	50	Between M.P. 230.8 and 229.0.	85	75	50
Brant				Between M.P. 228.0 and 227.7.	85	75	50
Between M.P. 263.5 and 262.5.	85	70	50	Between M.P. 226.5 and 225.0.	85	70	50
Between M.P. 261.4 and 260.3.	85	75	50	Between M.P. 223.9 and 223.5.	75	70	45
Between M.P. 259.2 and 259.0.	85	75	50	Between M.P. 223.0 and 221.3.	85	75	50
Joshua				Sands			
Between M.P. 256.9 and 256.6.	85	75	50	Between M.P. 213.8 and 213.3.	85	75	50
Between M.P. 255.3 and 254.2.	50	40	25	Balch			
Cima to Desert, 2800 and 3100 class engines running light.				Between M.P. 205.0 and 204.9.	85	75	50
Cima to Kelso				Basin			
Diesel-electric locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric locomotives with dynamic brake in operation.		45	45	Between M.P. 196.2 and 193.8.	60	50	45
Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30		Between M.P. 193.7 and 193.4.	55	45	40
Cima to Kelso				Between M.P. 193.2 and 192.8.	45	40	30
All freight and mixed trains except when handled with Diesel-electric locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.		40	20	Between M.P. 192.3 and 192.1.	40	40	25
Cima				Between M.P. 192.0 and 191.8.	60	50	45
Between M.P. 254.2 and 253.0.	50	40	20	Afton			
Hayden				Between M.P. 191.6 and 191.2.	80	70	50
Between M.P. 237.3 and Signal 2359.	50	40	20	Between M.P. 190.9 and 189.5.	60	50	45
Between Signals 2359 and 2352.	20	20	20	Between M.P. 189.4 and 189.1.	55	45	35
Between Signal 2352 and M.P. 234.0.	50	40	20	Between M.P. 189.0 and 188.4.	70	65	45
Kelso				Dunn			
Between M.P. 232.6 and 232.1.	85	75	50	Between M.P. 187.0 and 186.2.	70	65	45
				Between M.P. 184.8 and 184.1.	85	75	50
				Field			
				Between M.P. 181.7 and 180.8.	85	75	50
				Between M.P. 179.8 and 179.1.	85	75	50
				Harvard			
				Between M.P. 169.4 and 168.8.	85	75	50
				Toomey			
				Between M.P. 164.9 and 163.5.	50	40	25
				Yermo			
				Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

SEVENTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Yermo				WO Tower			
Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Between M.P. 33.8 and 31.3.	30	30	25
Between M.P. 162.7 and 161.4.	50	40	25	Pomona			
Between M.P. 159.0 and 158.8.	15	15	15	Between M.P. 29.5 and 29.1.	70	65	45
Daggett				Spadra			
Riverside Jct.				Between M.P. 25.3 and 25.1.	70	65	45
Between M.P. 58.1 and 57.8.	20	20	20	Walnut			
Between M.P. 57.8 and 57.6.	50	40	25	Between M.P. 23.8 and 23.6.	70	65	45
Between M.P. 57.6 and 57.3.	20	20	20	Between M.P. 21.0 and 20.5.	85	70	45
Between M.P. 57.3 and 56.0.	50	40	25	Hillgrove			
Between M.P. 56.0 and 55.4.	55	45	35	Between M.P. 15.3 and 15.1.	55	45	35
Streeter				Between M.P. 13.9 and 13.6.	70	65	45
Between M.P. 53.8 and 53.4.	60	50	40	Clayton			
Arlington				Between M.P. 11.1 and 10.3.	50	40	25
Between M.P. 52.3 and 51.8.	65	55	45	Pico			
Between M.P. 50.7 and 49.9.	70	65	45	Between M.P. 10.3 and 9.4.	50	40	25
Pedley				Between M.P. 9.0 and 8.8.	85	70	45
Between M.P. 48.8 and 47.9.	85	75	45	Montebello			
Bly				Between M.P. 7.0 and 3.3.	50	40	25
When using cross-over east of office.			10	Between M.P. 3.3 and 2.2.	25	25	20
Mira Loma				Between M.P. 2.2 and 1.7.	15	15	15
Between M.P. 43.6 and 43.5.	85	75	45	Between MP. 1.7 and 0.3.	25	25	20
Between M.P. 38.6 and 36.4.	50	40	25	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Sunsweet				Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15
Between M.P. 34.5 and 34.4.	75	75	45				

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Fairfield Branch		15	15	Boulder City Branch		25	25
Eureka Branch		12	12	Between M.P. 11.2 and 11.5.			20
Eureka, within city limits.		6	6	Between M.P. 17.8 and 19.0.			20
Fillmore Branch		30	30	Blue Diamond Spur			
At M.P. 12.4, 12.8, 13.5 and 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.				Arden to M.P. 8.			20
Cedar City Branch		30	30	M.P. 8 to end of track.			12
Trains handling 5 or more cars of ore.			20	Crestmore Branch			
Cedar City Loop, over spring switch.		10	10	Between Bly and Crestmore.			15
Cedar City, oil track No. 12, Commissary spur and freight house lead.			5	Between Crestmore and Riverside Jct.			20
Iron Mountain Branch		15	15	Anaheim Branch		20	20
Pioche Branch				Between M.P. 2.0 and 2.5.		15	15
Between M.P. 0.0 and 17.0.		25	25	Between M.P. 12.0 and 13.0.		10	10
Between M.P. 17.0 and 22.0.		10	10	San Pedro Branch		30	30
Between M.P. 22.0 and 32.7.		25	25	Lead known as Consolidated Lumber Company track: On straight track.			10
Prince Branch		15	15	On curves.			6
St. Thomas Branch		20	20	Vernon, city limits.		12	12
Between M.P. 5.4 and 6.1.		10	10	Henry Ford Ave. drawbridge.		15	15
				Pasadena Branch		12	12
				Glendale Branch		12	12

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

- s —regular stop;
- f —flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D —day operator;
- N —night operator;
- DN—day and night operator;
- R —train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- C —coal;
- I —interlocking;
- O —oil;
- P —dispatcher's telephone;
- T —turntable;
- W —water;
- X —cross-over;
- Y —wye;
- Z —track scales;
- AI —automatic interlocking signals;
- CS —center siding;
- ES —eastward siding;
- WS —westward siding;
- RCS—remote control switch.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Lund		Los Angeles
1	Ontario, Pomona	Salt Lake City or beyond	
3	Ontario	Salt Lake City or beyond	
37	Any station	Any station	Any station
103	Lund	For Utah parks	From Utah parks
103	Riverside	Omaha or beyond	
2	Pomona, Ontario		Salt Lake City or beyond
2	Lund		Omaha and east
4	Pomona, Ontario		Salt Lake City or beyond
4	Moapa	Los Angeles	Salt Lake and east
38	Any station	Any station	Any station
104	Riverside		Omaha or beyond
104	Lund	For Utah parks	From Utah parks

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Sr.	Page	Pr.		Sr.	Page	Pr.
Fairfield Branch		15	15	Boulder City Branch		25	25
Kaysville Branch		12	12	Between M.P. 11.2 and 11.5			20
Kureka, within city limits		5	5	Between M.P. 17.3 and 19.3			25
Palmgrove Branch		20	20	Bine Diamond Spur			
At M.P. 12.4, 12.8, 13.5 and 18.3, account drifting sand, all trains and engines must move prepared to stop if track is not clear.				Arden to M.P. 2			20
Cedar City Branch		20	20	M.P. 2 to end of track			12
Trains handling 5 or more cars of ore			25	Crestmore Branch			
Cedar City Loop, over spring switch		10	10	Between Bly and Crestmore			15
Cedar City, all track No. 12, Concessory spur and freight house lead			5	Between Crestmore and Riverdale Jct.			20
Iron Mountain Branch		15	15	Ansholt Branch		20	20
Picacho Branch				Between M.P. 2.0 and 2.5		15	15
Between M.P. 0.0 and 17.0		25	25	Between M.P. 15.0 and 18.5		10	10
Between M.P. 17.0 and 21.0		10	10	San Pedro Branch		20	20
Between M.P. 21.0 and 23.0		25	25	Lead known as Consolidated Lumber Company track: on street track			20
Trinity Branch		15	15	On street			5
St. Thomas Branch		20	20	Vernon, city limits		15	15
Between M.P. 0.1 and 0.1		10	10	Henry Ford ave. crossing		15	15
				Pasadena Branch		15	15
				Glendale Branch		15	15

SYMBOLS AND ABBREVIATIONS

(Rules 3 and 6(A))

Rule 4

The following letters placed before figures of a schedule indicate:

- R -- regular stop;
- S -- flag stop to receive or discharge traffic;
- A -- arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D -- day operator;
- N -- night operator;
- DN -- day and night operator;
- R -- train register;
- YL -- yard limits.

The following letters placed in columns provided in time-table indicate:

- C -- coal;
- I -- interlocking;
- O -- oil;
- P -- dispatcher's telephone;
- T -- turntable;
- W -- water;
- X -- cross-over;
- Y -- wye;
- Z -- track section;
- AI -- automatic interlocking signals;
- CS -- center siding;
- RS -- eastward siding;
- WS -- westward siding;
- RC -- remote control switch.

Train	At	Discharge Passengers From	Pick Up Passengers Bound To
1	Lead		Los Angeles
1	Ontario, Ontario	Salt Lake City or beyond	
1	Ontario	Salt Lake City or beyond	
17	Any station	Any station	Any station
102	Lead	For Utah parts	From Utah parts
101	Riverside	Omaha or beyond	
2	Panama, Ontario		Salt Lake City or beyond
2	Utah		Omaha and east
4	Panama, Ontario		Salt Lake City or beyond
4	Moapa	Los Angeles	Salt Lake and east
25	Any station	Any station	Any station
104	Riverside		Omaha or beyond
101	Lead	For Utah parts	From Utah parts