

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**CALIFORNIA DIVISION**

**TIME-TABLE**  
**No. 2**

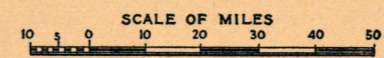
**Effective Sunday,**  
**April 11, 1948**

at 1:00 A. M. Pacific Time

*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.....Lynnndyl, 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.  
F. P. CRISPINO,  
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 EMPLOYES HOSPITAL  
ASSOCIATION PHYSICIANS AND SURGEONS  
ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Divn. Chief Surgeon	Salt Lake City	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 Lynnndyl
M. E. Bird	Surgeon	Delta	Black Rock to Lynnndyl
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	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
R. A. Zak	Surgeon	Huntingtos Park	South Gate & Vicinity
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
Salt Lake City .....	Las Vegas...	Dispatcher's Office
.....Switchman's Register Room, North Yard	Kelso .....	Telegraph Office
Provo.....Joint Yard Telegraph Office	Yermo .....	Enginemen's Locker Room
Provo.....Joint Passenger Station	Yermo .....	Telegraph Office
Provo.....Yard Office	San Bernardino.....	Union Pacific Round House
Tintic.....Telegraph Office	East Yard .....	Enginemen's Locker Room
Lynnndyl.....Telegraph Office	East Yard .....	Telegraph Office
Milford.....Enginemen's Locker Room	Los Angeles .....	Dispatcher's Office
Milford.....Telegraph Office	Los Angeles .....	Union Station Telegraph Office
Cedar City.....Telegraph Office	Los Angeles .....	Union Station Enginemen's Locker Room
Modena .....	.....	Union Station Enginemen's Locker Room

**CONDENSED TIME-TABLE**

WESTWARD					EASTWARD					
FIRST CLASS					Distance from Green River	FIRST CLASS				
3	103	1	37	4		2	104	38		
Passenger	Streamliner Passenger	Passenger	Passenger		Passenger	Passenger	Streamliner Passenger	Passenger		
Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily		
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	6.20	4.50	7.15	211.9	PT SALT LAKE CITY PT	784.0	5.40	5.40	7.45	6.15
11.00	7.05	5.25	8.10	330.0	LYNNDYL	665.9	4.50	7.10	9.00	5.20
10.20PM	6.20	4.50	8.10	419.1	MILFORD	576.8	3.30	5.40	7.45	3.45
12.37AM	8.15	7.00	11.25AM	454.5	LUND	541.4	1.05AM	3.15	5.50	12.45PM
2.15	9.28	8.30	1.40PM	536.4	CALIENTE	459.5	11.35PM	1.45	4.40	10.45AM
2.58	9.54	9.00	2.30	661.7	LAS VEGAS	384.2	10.50	1.03AM	4.11	9.55
5.10	11.40PM	11.20PM	5.05	882.7	YERMO	168.2	8.45	11.10PM	2.35AM	7.40
8.10	2.25AM	2.15AM	8.45PM	926.9	SAN BERNARDINO	67.8	5.45	8.05	11.55PM	4.05AM
11.35	5.11	6.00	1.30AM	980.4	COLTON	64.5	2.00	4.25	8.46	11.10PM
11.59AM	5.28	6.25	2.05	987.4	BARSTOW	150.1	1.33PM	3.58	8.27	10.35
2.10PM	7.25	8.35	4.35	992.9	POMONA	82.0	11.25AM	1.55	6.38	8.15
2.18	7.33	8.43	4.45	996.6	LOS ANGELES PT	0.0	11.12	1.42	6.25	7.55
2.35	7.45	8.59	5.05				11.00	1.30	6.12	7.40
2.57	8.03	9.23	5.42				10.33	1.03	5.53	7.10
3.05	8.11	9.31	5.55				10.25	12.55	5.46	7.00
A4.00PM	A 9.00AM	A 10.40AM	A 7.15AM				9.30AM	12.01PM	5.00PM	6.00PM
(23.05)	(18.50)	(22.55)	(29.30)				Daily	Daily	Daily	Daily
43.1	52.9	43.5	33.7							

Time shown at Ogden for trains 1, 2, 103 and 104 apply at the wye. These trains are not operated into the passenger station.

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 .....	258.4
Total .....	1164.7

WESTWARD				FIRST SUBDIVISION						Time-Table No. 2	
SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	April 11, 1948		
261 Time Freight Daily	259 Time Freight Daily	299 Stock Special Daily	255 Time Freight Daily	3 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily		STATIONS		
YARD COPTWYZ	9.00 PM	1.55 PM	10.30 AM	6.55 AM				1.1	DN-R NORTH YARD YL C		
YARD P					10.20 PM	6.20 PM	4.50 PM	0.0	DN-R SALT LAKE CITY YL SA		
78 58 P	9.25	2.18	10.52	7.31 <sup>104</sup>	10.31	6.31	5.01	4.8	DN BUENA VISTA BV		
90 PW	9.42	2.32	11.06	7.50	10.40	6.39	5.10	15.7	DN GARFIELD GF		
100 P	9.50	2.38	11.12	7.57	10.44	6.43	5.14	19.6	LAKE POINT		
73 P	9.59	2.45	11.18	8.06	10.48	6.47	5.18	23.5	MORRIS		
94 PW	10.10	2.58 <sup>38</sup>	11.25	8.18	10.53	6.51	5.22	27.6	ERDA		
94 P	10.20	3.10	11.32	8.28	10.58	6.55	5.27	31.7	SHIELDS		
85 PY	10.30	3.20	11.39	8.38	11.02	6.59	5.33	35.8	DN WARNER DU		
133 PW	10.45	3.35	11.50 <sup>258</sup>	8.53	11.09	7.05 <sup>254</sup>	5.40	41.4	DN STOCKTON KN		
139 P	10.53	3.45	11.57 AM	9.02	11.15	7.10	5.46	47.9	DN ST. JOHN SJ		
94 P	11.02	3.54	12.04 PM	9.12	11.21	7.15	5.52	54.8	AJAX		
51 73 PW	11.10	4.04	12.10	9.22	11.26	7.19	5.57	60.7	N FAUST FA		
94 P	11.32 <sup>3</sup>	4.20	12.22	9.38	11.32 <sup>261</sup>	7.25	6.03	66.8	PEHRSON		
94 P	11.42	4.30	12.28	9.46	11.36	7.29	6.07 <sup>254</sup>	69.9	DUNBAR		
94 PW	11.52 PM	4.40	12.36	9.55	11.41	7.34	6.12	74.1	LOFGREEN		
80 78 P	12.05 AM <sup>260</sup>	4.52	12.47	10.08	11.48 <sup>260</sup>	7.41	6.20	79.8	BOULTER		
84 72 OPWYZ RCS	12.15	5.02	12.55	10.20 <sup>258</sup> 10.25 <sup>37</sup>	11.55 PM	7.46	6.26	85.4	DN TINTIC U		
94 P	12.24	5.12 <sup>254</sup>	1.02	10.35	12.02 AM	7.52	6.32	92.1	McINTYRE		
73 PW	12.33	5.22	1.10 <sup>38</sup>	10.45	12.09	7.58	6.39	98.7	JERICOHO		
94 P	12.40	5.30	1.18	10.55	12.14	8.03	6.44	104.5	DYER		
73 P	12.46	5.36	1.23	11.01	12.18	8.07	6.48	109.0	CHAMPLIN		
98 P	12.52	5.42	1.27	11.07 AM	12.22	8.10	6.52	113.0	ADAMS		
YARD OPTWY	1.05 <sup>4</sup> 2.00 <sup>256</sup>	7.00 <sup>1</sup>	1.55	12.01 PM	12.37	8.15	7.00 <sup>259</sup>	118.1	DN LYNN DYL YL NY		
99 P	2.10	7.15	2.05	12.25 <sup>38</sup>	12.49 <sup>4</sup>	8.20	7.06	123.7	CLINE		
47 96 PWY	2.28	7.30	2.19	12.39	12.58 <sup>256</sup>	8.30	7.17	134.6	DN DELTA YL AK		
73 P	2.36	7.38	2.25	12.45	1.03	8.34	7.22	139.6	OASIS		
94 P	2.44 <sup>2</sup>	7.44	2.30	12.51	1.07	8.37 <sup>260</sup>	7.26	144.1	VAN		
81 P	2.56	7.56	2.40 <sup>254</sup>	1.03	1.15	8.43	7.34	153.0	DN CLEAR LAKE CK		
94 P	3.05	8.03	2.46	1.09	1.19	8.47	7.38	158.1	NEELS		
95 P	3.12	8.09 <sup>260</sup>	2.51	1.15	1.23	8.50	7.42	163.0	BORDEN		
94 P	3.30	8.23	3.04	1.28	1.33	8.59	7.52 <sup>260</sup>	174.4	CRUZ		
94 PW	3.46	8.37	3.15	1.40 <sup>254</sup>	1.42	9.07	8.01	184.6	DN BLACK ROCK KO		
73 P	3.59	8.49	3.25	1.52	1.50	9.15	8.09	194.3	READ		
94 P	4.06	8.54	3.30	1.57	1.54 <sup>2</sup>	9.18	8.13	198.9	MURDOCK		
YARD OPTWYZ	A 4.30 AM	A 9.10 PM	A 3.50 PM	A 2.30 PM	A 2.05 AM	A 9.27 PM	A 8.25 PM	207.2	DN-R MILFORD YL FD		
										207.2	

Thru Time..... (7.30) 27.6 (7.15) 28.5 (5.20) 38.8 (7.35) 27.3 (3.45) 55.2 (3.07) 66.4 (3.35) 57.8 (5.20) 38.8 ..... 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.

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.

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.

All first-class trains will register at Milford by train registering ticket. Clearance must be received at Lynndyl.

For conditional stops to discharge or pick up revenue passengers.—See page 19.

FIRST SUBDIVISION				EASTWARD						Time-Table No. 2	
FIRST CLASS				SECOND CLASS				Mile Post	April 11, 1948		
2 Passenger	104 Streamliner Passenger	38 Passenger	4 Passenger	258 Time Freight	254 Time Freight	260 Time Freight	256 Time Freight		STATIONS		
YARD COPTWYZ								35.2	DN-R NORTH YARD YL C		
YARD P								36.3	DN-R SALT LAKE CITY YL SA		
78 58 P				A 1.30 PM	A 8.30 PM	A 3.00 AM	A 6.30 AM	779.2	DN BUENA VISTA BV		
90 PW				1.10	8.20	2.15	5.50	768.3	DN GARFIELD GF		
100 P								764.4	LAKE POINT		
73 P								760.5	MORRIS		
94 PW								756.4	ERDA		
94 P								752.3	SHIELDS		
85 PY								748.2	DN WARNER DU		
133 PW								742.6	DN STOCKTON KN		
139 P								736.1	DN ST. JOHN SJ		
94 P								729.2	AJAX		
51 73 PW								723.3	N FAUST FA		
94 P								717.2	PEHRSON		
94 P								714.1	DUNBAR		
94 PW								709.9	LOFGREEN		
80 78 P								704.2	BOULTER		
84 72 OPWYZ RCS								698.6	DN TINTIC U		
94 P								691.9	McINTYRE		
73 PW								685.3	JERICOHO		
94 P								679.5	DYER		
73 P								675.0	CHAMPLIN		
98 P								671.0	ADAMS		
YARD OPTWY								665.9	DN LYNN DYL YL NY		
99 P								660.3	CLINE		
47 96 PWY								649.4	DN DELTA YL AK		
73 P								644.4	OASIS		
94 P								639.9	VAN		
81 P								631.0	DN CLEAR LAKE CK		
94 P								625.9	NEELS		
95 P								621.0	BORDEN		
94 P								609.6	CRUZ		
94 PW								599.4	DN BLACK ROCK KO		
73 P								589.7	READ		
94 P								585.1	MURDOCK		
YARD OPTWYZ								576.8	DN-R MILFORD YL FD		
										207.2	

Thru Time..... (3.55) 52.9 (3.05) 67.2 (5.00) 41.4 (3.55) 52.9 (7.30) 27.6 (7.30) 27.6 (8.15) 25.5 (7.35) 27.3 ..... 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.

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.

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.

All first-class trains will register at Milford by train registering ticket. Clearance must be received at Lynndyl.

For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD				SECOND SUBDIVISION							
Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 2	
	259	299	255	261	103	1	37	3		April 11, 1948	
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL		
YARD OPTWYZ	10.00PM	4.00PM	3.00PM	5.00AM	9.28PM	8.30PM	1.40PM	2.15AM	207.2	DN-R	MILFORD YL FD
123 P					9.33	8.36	1.48	2.22	212.3		5.1
122 PW					9.40	8.44	1.58	2.30	222.4		UPTON 10.1
122 P					9.45	8.49	2.05	2.35	229.2		THERMO 6.8
122 P					9.48	8.52	2.10	2.39	233.5		NADA 4.3
122 PWY					9.54	9.00	s 2.30	s 2.58	242.6		LATIMER 9.1
122 P					10.02	9.09	2.43	3.08	252.5	DN	LUND UN
122 P					10.06	9.13	2.49	3.12	257.3		9.9
122 P					10.16	9.23	3.01	3.22	268.2	D	ZANE 4.8
122 OPWY					10.21	9.29	f 3.11	3.28	274.2		BERYL BY 10.9
122 P					10.28	9.37	3.19	3.40 <sup>104</sup>	282.8		HEIST 6.0
127 PY					10.39	9.50 <sup>4</sup>	3.34	3.55	290.3	D	MODENA NA 8.6
122 P					10.44	10.00	3.40	4.01	294.7		UVADA 7.5
122 PW					10.51	10.10	3.48	4.09	299.4		CRESTLINE 4.4
133 P					11.03	10.30	4.02	4.24	308.7		BROWN 4.7
83 P					11.18	10.45	4.21	4.39	315.6		ACOMA 9.3
122 P					11.25 <sup>2</sup>	10.55	4.30	4.45	319.7		ISLEN 6.9
YARD OPTWY					s 11.40	s 11.10 <sup>2</sup>	s 5.05	s 5.10	324.5		MINTO 4.1
90 P					11.46PM		5.13	5.17	329.5	DNR	CALIENTE YL CS 5.0
97 P					12.02AM		5.30	5.34	339.1		ETNA 9.6
125 P					12.13	11.54PM	5.45	5.45	345.6		BOYD 6.5
89 PY						12.09AM	6.00	6.00	354.9		ELGIN 9.3
74 P					12.32	12.15	6.07	6.06 <sup>38</sup>	360.0		LEITH 5.1
102 77 OPWY					12.37	12.21	6.15	6.12	364.9		CLOUD 4.9
94 P						12.30	6.25	6.21	370.5		OARP 5.6
69 P					12.54	12.39	6.34	6.30	375.5		VIGO 5.0
73 P					1.03 <sup>104</sup>	12.48	6.43	6.39	381.1		GALT 5.6
112 PW					1.09	12.55 <sup>104</sup>	6.51 <sup>4</sup>	6.45	386.1		HOYA 5.0
93 P					1.14	1.02	7.01	6.51	390.6		ROX 4.5
73 P					1.19	1.07	7.07	6.56	395.9		FARRIER 5.3
116 PWY					1.23	1.11	s 7.15	7.00	400.9		ACTON 5.0
89 P					1.32	1.20	7.26	7.09	410.6	DN	MOAPA MA 9.6
83 PW					1.40	1.29	7.37	7.19	421.0		UTE 10.5
74 P					1.46	1.35	7.44	7.25	426.5		DRY LAKE 5.5
90 P					1.52	1.41	7.51	7.31	432.0		GARNET 5.5
74 P					1.58	1.47	7.58	7.37	437.0		APEX 5.0
72 P					2.02	1.51	8.03	7.41	441.6		DIKE 4.6
98 P					2.05	1.54	8.11 <sup>2</sup>	7.44	445.8		VALLEY 8.7
YARD OPTWYZ	A 6.45AM	A 11.15PM	A 11.45PM	A 1.45PM	A 2.15AM	A 2.05AM	A 8.25PM	A 7.55AM	449.8	DN-R	LAS VEGAS YL VG 4.5
											242.6
	(8.45) 27.7	(7.15) 33.4	(8.45) 27.7	(8.45) 27.7	(4.47) 50.7	(5.35) 43.4	(6.45) 35.9	(5.40) 42.8			Thru Time
											Average speed per hour

All first-class trains will register at Milford and Caliente by train registering ticket. For conditional stops to discharge or pick up revenue passengers.—See page 19.

				SECOND SUBDIVISION				EASTWARD				
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	Time-Table No. 2				FIRST CLASS				SECOND CLASS			
	April 11, 1948				38	4	2	104	254	260	256	258
	STATIONS				Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	Time Freight	Time Freight
	Mile Post											
YARD OPTWYZ	DN-R	MILFORD YL	FD	576.8	A 10.35AM	A 11.25PM	A 1.40AM	A 4.39AM	A 12.30PM	A 6.15PM	A 10.30PM	A 5.30AM
123 P		5.1		571.7	10.24	11.17	1.31	4.33				
122 PW		UPTON 10.1		561.6	10.14	11.09	1.21	4.25				
122 P		THERMO 6.8		554.8	10.08	11.03	1.15	4.20				
122 P		NADA 4.3		550.5	10.04	10.59	1.11	4.17				
122 P		LATIMER 9.1		541.4	s 9.55	s 10.50	1.03	4.11				
122 188 OPWY	DN	LUND UN		531.5	9.37	10.30	12.54	4.04				
122 P		9.9		526.7	f 9.31	10.26	12.50	4.01				
122 P	D	ZANE 4.8	BY	515.8	9.19	10.16 <sup>103</sup>	12.40	3.53				
122 P		BERYL 10.9		509.8	f 9.12	10.09	12.35	3.48				
122 OPWY	DN	HEIST 6.0	NA	501.2	8.58	10.02	12.27	3.40 <sup>3</sup>				
122 P		MODENA 8.6		493.7	8.46	9.50 <sup>1</sup>	12.15	3.30				
127 PY		UVADA 7.5		489.3	8.36	9.39	12.09	3.24				
122 P		CRESTLINE 4.4		484.6	8.27	9.31	12.01AM	3.17				
122 P		BROWN 4.7		475.3	8.12	9.16	11.46PM	3.03				
122 PW		ACOMA 9.3		468.4	7.56	9.01	11.31	2.48				
133		ISLEN 6.9		464.3	7.50	8.55	11.25 <sup>103</sup>	2.42				
83 P		MINTO 4.1		459.5	s 7.40	s 8.45	s 11.10 <sup>1</sup>	s 2.35				
122 P		ECOLES 4.8		454.5	7.06	8.23	10.43	2.20				
YARD OPTWY	DN-R	CALIENTE YL	CS	444.9	6.47	8.06	10.26	2.04				
90 P		5.0		438.4	f 6.32	7.53	10.13	1.53				
97 P		ETNA 9.6		429.1	6.14	7.38	9.58	1.39				
125 PW		BOYD 6.5		424.0	6.06 <sup>3</sup>	7.32	9.52					
89 PY		ELGIN 9.3		419.1	f 5.58	7.25	9.45	1.30				
74 P		LEITH 5.1		418.5	5.47	7.16	9.36	1.21				
102 77 OPWY		CLOUD 4.9		408.5	5.38	7.07	9.27	1.12				
94 P		OARP 5.6		402.9	5.29	6.58	9.18	1.03 <sup>103</sup>				
69 P		VIGO 5.0		397.9	f 5.22	6.51 <sup>37</sup>	9.11	12.55 <sup>1</sup>				
73 P		GALT 5.6		393.4	5.16	6.45	9.05	12.50				
112 PW		HOYA 5.0		388.1	5.11	6.40	9.00	12.45				
93 P		ROX 4.5		383.1	s 5.05	6.35	8.55	12.41				
73 P		FARRIER 5.3		378.5	4.49	6.25	8.45	12.32				
116 PWY	DN	MOAPA MA 9.6		368.0	4.39	6.16	8.36	12.23				
89 P		UTE 10.5		357.5	4.33	6.10	8.30	12.18				
83 PW		DRY LAKE 5.5		352.0	4.27	6.04	8.24	12.13				
74 P		GARNET 5.5		347.0	4.20	5.58	8.18	12.08				
90 P		APEX 5.0		342.4	4.15	5.54	8.14	12.04				
74 P		DIKE 4.6		338.7	4.12	5.51	8.11 <sup>37</sup>	12.01AM				
72 P		VALLEY 8.7		334.2	4.05AM	5.45PM	8.05PM	11.55PM	3.00AM	8.15AM	1.00PM	8.10PM
98 P		WANN 4.5			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
YARD OPTWYZ	DN-R	LAS VEGAS YL	VG	242.6								
					(6.30) 37.3	(5.40) 42.8	(5.35) 43.4	(4.44) 51.1	(9.30) 25.5	(10.00) 24.2	(9.30) 25.5	(9.20) 26.0

All first-class trains will register at Caliente and Milford by train registering ticket. For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A), Page 19	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	3.15PM	8.15AM	1.15AM	12.15AM	8.45PM	8.10AM	2.25AM	2.15AM	449.8
117 P					8.56	8.20	2.34	2.25	454.7
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 <sup>88</sup>	2.51 <sup>88</sup>	474.7
49 P									478.8
116 P					9.38	8.54	3.05 <sup>1</sup>	3.05 <sup>103</sup>	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 <sup>104</sup>	9.37	3.44	3.59	526.0
103 } 107 } PY					f 10.45	9.43	3.48	4.05	529.8
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 } 92 } OPWY					s 11.30	10.12	4.09	4.34	548.5
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 <sup>88</sup>	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 10.45PM	A 3.45PM	A 8.45AM	A 5.45AM	A 1.15AM	A 11.30AM	A 5.10AM	A 5.55AM	620.8

Time-Table No. 2  
April 11, 1948

**STATIONS**

DN-R LAS VEGAS YL VG  
4.9  
BRACKEN  
2.3  
BOULDER JCT.  
4.5  
D ARDEN A  
7.5  
D SLOAN SX  
5.7  
ERIE  
3.6  
SUTOR  
4.6  
D JEAN JE  
4.8  
BORAX  
4.6  
ROACH  
4.5  
CALADA  
4.7  
DESERT  
5.0  
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  
4.3  
HAYDEN  
3.6  
DN KELSO YL FO  
4.9  
FLYNN  
4.7  
KERENS  
4.0  
GLASGOW  
4.3  
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

(7.30) 22.7	(7.30) 22.7	(7.30) 22.7	(5.30) 31.3	(4.30) 38.0	(3.20) 51.3	(2.45) 62.1	(3.40) 46.6	..... Thru Time
.....Average speed per hour								

For conditional stops to discharge or pick up revenue passengers.—See page 19.

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 19	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
107 PW	5.11	7.32	11.27	f 3.18					827.0
104 P	5.02	7.23	11.19	f 3.07					822.5
115 P	4.55	7.16	11.13	2.59 <sup>103</sup> 2.51 <sup>1</sup>					815.0
49 P									809.8
116 P	4.46	7.09	11.07	s 2.37					805.7
118 P	4.41	7.05	11.03	2.27					801.1
66 P	4.36	7.01		2.22					796.8
125 P	4.32	6.57	10.56	2.17					791.7
118 PW	4.28	6.53		2.12					287.2
117 P	4.23	6.48	10.49	s 2.05					282.5
117 P	4.18	6.43	10.45	1.55					277.5
117 PW	4.14	6.39		f 1.48					272.1
117 P	4.10	6.35	10.38	1.39					267.5
106 P	4.05	6.30	10.34 <sup>37</sup>	1.34					262.9
103 } 107 } PY	4.00	6.25	10.29	f 1.28					258.0
115 PW	3.50	6.15	10.22	1.15					254.2
117 P	3.44	6.09	10.15	1.07					250.2
118 P	3.37	6.02	10.08	12.59					247.1
117 P	3.29	5.54	10.01	12.50					241.7
85 } 92 } OPWY	s 3.20	5.45	9.53	s 12.40					241.7
114 P	3.11	5.35	9.43	12.26					241.7
117 P	3.05	5.29	9.37	12.19					239.1
81 P	3.00	5.23	9.32	12.14					235.9
106 PW	2.55	5.18		12.08					225.9
117 P			9.25	12.02AM <sup>37</sup>					221.9
117 P	2.43	5.06		11.55PM					217.6
126 P	2.37	5.00	9.15	11.48					211.9
70 P	2.30	4.53	9.09	11.41					204.8
125 P	2.25		9.05	11.36					198.9
117 P	2.20	4.44		11.31					196.9
117 P	2.16	4.40		11.26					191.5
117 PW	2.12		8.55	11.22					191.5
115 P	2.07	4.32		11.17					187.8
YARD OPTWY	2.00PM	4.25PM	8.46PM	11.10PM	5.15AM	12.15PM	7.15PM	11.30PM	182.4

Thru Time .....	(3.30) 43.9	(3.25) 50.0	(2.59) 57.0	(4.35) 37.3	(6.15) 27.5	(6.15) 27.5	(6.15) 27.5	(6.45) 25.3
Average speed per hour.....								

For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD					FOURTH SUBDIVISION				Distance from Salt Lake City	Time-Table No. 2	
SECOND CLASS					FIRST CLASS					April 11, 1948	
261 Time Freight	259 Time Freight	255 Time Freight	299 Stock Special	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS			
YARD OWTPY	11.30PM	4.30PM	9.30AM	6.15AM	11.35AM	6.00AM	5.11AM	1.30AM	620.8	DN-R YERMO YL BN	
IP					11.44AM	6.10AM	5.18AM	1.40AM	625.4	DN DAGGETT H	
					s 11.59 AM	s 6.25	s 5.28	s 2.05	634.2	BARSTOW BA	
					s 2.10 PM	s 8.35	s 7.25	s 4.35	715.0	SAN BERNARDINO B	
					2.18	8.43	7.33	4.45	718.5	COLTON	
IP					2.30PM	8.55AM	7.43AM	4.57AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
YARD WP	6.45AM	11.55PM	4.45PM	11.20AM	s 2.35	s 8.59	7.45	s 5.05	725.5	DN-R RIVERSIDE YL	
AI									727.8	MAGNOLIA AVE. (P. E. Csg.)	
76 P	7.00	12.10AM	4.55	11.30	2.42	9.05	7.50	5.15	729.2	STREETER	
113 YP									780.0	ARLINGTON	
76 P	7.10	12.20	5.01	11.35	2.46	9.10	7.54	5.21	788.2	PEDLEY	
74 YP									784.7	BLY	
114 P	7.19	12.29	5.09	11.42 <sup>254</sup>	2.50	9.14	7.57	s 5.28	787.4	DN MIRA LOMA V	
I									744.9	S. P. CROSSING	
120 WP	7.33	12.43	5.23	11.56	2.57	9.23	8.03	s 5.42	745.2	DN ONTARIO YL RA	
59 P									747.5	SUNSWEEP	
68 IP	7.43	12.53	5.48 <sup>104</sup>	12.03PM	3.03	9.29	8.09	5.50	750.0	DN WO TOWER WO	
48 WP	7.46	12.56	5.51	12.05	s 3.05	9.31	8.11	s 5.55	751.0	DN POMONA YL PO	
97 P	7.53	1.03	5.57	12.10	3.10 <sup>260</sup>	9.35	8.15	6.01	754.1	SPADRA	
96 P	8.01	1.11	6.03	12.15	3.14	9.40	8.18	6.06	758.6	D WALNUT WA	
75 P	8.21 <sup>103</sup>	1.20	6.09	12.20	3.18	9.44	8.21 <sup>261</sup>	6.11	768.1	ROWLAND	
97 WP	8.30	1.25	6.13	12.24	3.21	9.48	8.23	6.15	766.0	DN HILMGROVE BG	
72 P	8.37	1.30	6.18	12.36 <sup>2</sup>	3.24	9.52	8.26	6.20	769.8	CLAYTON	
P									772.1	WHITTIER JCT. YL	
74 P	8.43	1.35	6.31 <sup>38</sup>	12.55	3.28	10.02 <sup>4</sup>	8.29	s 6.25	772.7	DN PICO YL K	
94 P	8.48	1.40	6.40	1.00	3.30	10.07	8.31	s 6.30	774.5	D MONTEBELLO MK	
					s 3.40	s 10.15	s 8.40	s 6.40	777.3	EAST LOS ANGELES YL	
									777.4	TELEGRAPH ROAD YL	
YARD WTOPZ	A 9.05AM	A 2.00AM	7.00PM	A 1.30PM	3.43	10.18	8.43	6.45	779.8	DN-R EAST YARD YL D	
P					3.45	10.20	8.44	6.47	780.2	DOWNEY ROAD YL	
									780.8	SOTO ST. JCT. YL	
I					3.49	10.24	8.47	6.51	781.8	NINTH ST. JCT. YL	
I									783.0	FIRST ST. YL	
I					3.53	10.30	8.53	6.59	783.9	PASADENA JCT. YL	
I									784.0	A. T. & S. F. Csg. (Mission Tower)	
IP					A 4.00PM	A 10.40AM	A 9.00AM	A 7.15AM	784.7	DN-R LOS ANGELES UD	
										(Union Station)	
									163.9		

(9.25) (9.30) (9.30) (7.15) (4.25) (4.40) (3.49) (5.45) ..... Thru Time  
 15.7 15.5 15.1 21.0 37.1 35.1 42.7 28.5 ..... Average speed per hour  
 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.  
 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.  
 Time shown at Barstow, San Bernardino and Colton 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 Jet. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jet. and Los Angeles is governed by interlocking signals.  
 For conditional stops to discharge or pick up revenue passengers.—See page 19.

FOURTH SUBDIVISION					EASTWARD					
FIRST CLASS					SECOND CLASS					
4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	258 Time Freight	254 Time Freight	260 Time Freight	256 Time Freight	Mile-Post	Time-Table No. 2	
									April 11, 1948	
									STATIONS	
YARD OPTWY	DN-R YERMO YL BN	168.2	A 1.55PM	A 4.20PM	A 8.45PM	A 11.00PM	A 11.30AM	168.2	DN-R YERMO YL BN	4.6
IP	DN DAGGETT H	158.6	1.45PM	4.10PM	8.37PM	10.50PM		158.6	DN DAGGETT H	8.8
	BARSTOW BA	150.1	s 1.33PM	s 3.58	s 8.27	s 10.35		150.1	BARSTOW BA	8.5
	SAN BERNARDINO B	67.8	s 11.25AM	s 1.55	s 6.38	s 8.15		67.8	SAN BERNARDINO B	82.8
	COLTON	64.5	11.12	1.42	6.25	7.55		64.5	COLTON	2.8
IP	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	58.2	11.02AM	1.32PM	6.15PM	7.43PM		58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	6.8
YARD PW	DN-R RIVERSIDE YL	57.5	s 11.00	s 1.30	6.12	s 7.40	A 4.45AM	57.5	DN-R RIVERSIDE YL	0.7
AI	MAGNOLIA AVE. P. E. Csg.	55.2					A 12.15PM	55.2	MAGNOLIA AVE. P. E. Csg.	2.8
76 P	STREETER	58.8	10.49	1.19	6.06	7.25	4.35	58.8	STREETER	1.4
113 PY	ARLINGTON	58.0					12.03PM	58.0	ARLINGTON	0.8
76 P	PEDLEY	49.8	10.45	1.15	6.03	7.22	4.28	49.8	PEDLEY	3.2
74 YP	BLY	48.3					11.49AM	48.3	BLY	1.5
114 P	DN MIRA LOMA V	45.6	10.41	1.11	6.00	7.18	4.25	45.6	DN MIRA LOMA V	2.7
I	S. P. CROSSING	88.1					11.42 <sup>299</sup>	88.1	S. P. CROSSING	7.5
120 PW	DN ONTARIO YL RA	87.8	10.33	1.03	5.53	s 7.10	3.44	87.8	DN ONTARIO YL RA	0.3
59 P	SUNSWEEP	85.5					3.48	85.5	SUNSWEEP	2.3
68 IP	DN WO TOWER WO	88.0	10.28	12.57	5.48 <sup>255</sup>	7.02	3.31	88.0	DN WO TOWER WO	2.5
48 PW	DN POMONA YL PO	82.0	10.25	12.55	5.46	s 7.00	3.23	82.0	DN POMONA YL PO	1.0
97 P	SPADRA	28.9	10.21	12.50	6.50	3.58	3.20	28.9	SPADRA	3.1
96 P	D WALNUT WA	24.4	10.16	12.45	6.45	3.51	3.20	24.4	D WALNUT WA	4.5
75 P	ROWLAND	19.9	10.12		6.41	3.41	3.20	19.9	ROWLAND	4.5
97 PW	DN HILMGROVE BG	17.0	10.09	12.39	6.39	3.41	3.20	17.0	DN HILMGROVE BG	2.9
72 P	CLAYTON	18.7	10.06	12.36 <sup>299</sup>	6.35	3.41	3.20	18.7	CLAYTON	3.3
P	WHITTIER JCT. YL	10.9				3.41	3.20	10.9	WHITTIER JCT. YL	2.8
74 P	DN PICO YL K	10.8	10.02 <sup>1</sup>	12.32	5.26	3.17	3.20	10.8	DN PICO YL K	0.6
94 P	D MONTEBELLO MK	8.5	9.59	12.29	5.24	3.15	3.20	8.5	D MONTEBELLO MK	1.8
	EAST LOS ANGELES YL	5.7	s 9.55	s 12.25	s 5.20	3.15	3.20	5.7	EAST LOS ANGELES YL	2.8
	TELEGRAPH ROAD YL	5.6				3.15	3.20	5.6	TELEGRAPH ROAD YL	0.1
YARD OPTWYZ	DN-R EAST YARD YL D	8.7	9.46	12.17	5.14	3.10	3.20	8.7	DN-R EAST YARD YL D	1.9
P	DOWNEY ROAD YL	2.8	9.44	12.15	5.12	3.10	3.20	2.8	DOWNEY ROAD YL	0.9
	SOTO ST. JCT. YL	2.2				3.10	3.20	2.2	SOTO ST. JCT. YL	0.6
I	NINTH ST. JCT. YL	1.7	9.40	12.11	5.09	3.10	3.20	1.7	NINTH ST. JCT. YL	0.5
I	FIRST ST. YL	0.0				3.10	3.20	0.0	FIRST ST. YL	1.7
I	PASADENA JCT. YL		9.33	12.04	5.03	3.10	3.20		PASADENA JCT. YL	0.9
I	A. T. & S. F. Csg. (Mission Tower)					3.10	3.20		A. T. & S. F. Csg. (Mission Tower)	0.1
IP	DN-R LOS ANGELES UD		9.30AM	12.01PM	5.00PM	3.10	3.20		DN-R LOS ANGELES UD	0.7
	(Union Station)					3.10	3.20		(Union Station)	
		165.2	Daily	Daily	Daily	Daily	Daily			

Thru Time ..... (4.25) (4.19) (3.45) (5.00) (8.30) (8.10) (8.45) (8.30)  
 Average speed per hour ..... 37.4 38.1 44.4 33.0 19.4 20.2 18.8 19.4  
 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.  
 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.  
 Time shown at Colton, San Bernardino and Barstow 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 Jet. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jet. and Los Angeles is governed by interlocking signals.  
 For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Distance from Salt Lake City	Time-Table No. 2 April 11, 1948		Mile Post	SECOND CLASS			
	93 Local Freight	305 Mixed	Daily		306 Mixed	94 Local Freight		Daily	306 Mixed	94 Local Freight	Daily
YARD OPTWYZ		3.00PM	6.30AM	0.0	DN R SALT LAKE CITY YL SA	36.3	A 12.45PM	A 9.50PM			
		3.10	6.45	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	12.30	9.40			
				2.1	0.8 D. & R. G. W. CROSSING YL	38.4					
77		3.15	6.50	2.6	0.5 OFFICER YL	38.9	12.20	9.35			
				3.4	0.8 D. & R. G. W. CROSSING YL	39.7					
77	P	3.20	6.56	4.7	1.3 HUSLER'S YL	41.0	12.10	9.28			
47	P	3.30	7.10	7.3	2.6 DN MURRAY YL FN	43.6	f 12.01PM	9.20			
60	PW	3.35	7.13	7.9	0.6 PALLAS YL	44.2	11.55AM	9.15			
				9.6	1.7 ATWOOD YL	45.9	11.40	9.10			
				11.2	1.6 CUSHING	47.5					
	AI			12.3	1.1 D. & R. G. W. CROSSING	48.6					
102	P	3.50	f 7.25	12.6	0.3 SANDY	48.9	f 11.30	9.00			
48	PW	4.15	s 8.05	17.1	4.5 D DRAPER A	782.9	s 11.15	8.50			
ws 73 ES 70	P	4.35	f 8.25	24.5	7.4 MOUNT	775.5	f 10.40	8.30			
73	PWY	4.55	f 8.35	29.0	4.5 CUTLER YL	771.0	f 10.25	8.10			
31	P	5.05	f 8.50	30.5	1.5 LEHI YL HI	769.5	f 10.15	7.58			
45	P	5.20	f 9.25	33.5	3.0 D AMERICAN FORK AF	766.5	f 10.05	7.50			
73	P	5.30	f 9.50 <sup>306</sup>	36.5	3.0 D PLEASANT GROVE GO	763.5	f 9.50 <sup>306</sup>	7.40			
				40.9	4.4 VINEYARD	759.1	f 9.35				
73	P	5.55	f 10.00AM	42.0	1.1 D GENEVA G	758.0	f 9.25	7.20			
	AI			42.7	0.7 D. & R. G. W. CROSSING	757.3					
YARD OPTWYZ		A 6.30PM	s 12.01PM	47.3	4.6 DN-R PROVO YL VO	752.7	s 9.15	7.00PM			
25			f 12.10	52.0	4.7 SPRINGVILLE	748.0	f 8.00				
29	P		s 12.20	55.6	3.6 D SPANISH FORK SF	744.4	f 7.47				
52	P		f 12.27	58.4	2.8 BENJAMIN	741.6	f 7.40				
55	PW		s 12.44	63.2	4.8 D PAYSON CN	736.8	f 7.30				
52	P		f 12.57	69.3	6.1 SANTAQUIN	730.7	f 7.11				
60	P		f 1.03	72.0	2.7 YOEK	728.0	f 7.05				
51	PW		f 1.15	78.0	6.0 STARR	722.0	f 6.50				
			f 1.22	81.6	3.6 MONA	718.4	f 6.40				
41	P		f 1.26	83.3	1.7 BURRISTON	716.7	f 6.35				
52	PWY		s 2.00	89.2	5.9 DN NEPHI NI	710.8	s 6.15				
53	P		f 2.15	96.4	7.2 SHARP	703.6	f 5.45				
75	P		f 2.30	103.7	7.3 JUAB	696.3	f 5.20				
52	PW		f 2.45	110.7	7.0 MILLS	689.3	f 5.02				
60	P		f 3.11	118.9	8.2 PARLEY	681.1	f 4.43				
			f 3.19	121.0	2.1 SOMA	679.0	f 4.35				
26	P		f 3.39	128.7	7.7 LEAMINGTON	671.3	f 4.15				
60	P		f 3.44	130.1	1.4 MACK	669.9	f 4.10				
YARD OPTWY		A 3.55PM	134.1	DN-R LYNN DYL YL NY	665.9	4.00AM					
				(134.1)		Daily	Daily				
		(3.30) 13.5	(9.25) 13.2	..... Thru Time.....		(8.45) 15.3	(2.50) 16.6	Average speed per hour.....			

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

Westward FAIRFIELD BRANCH				Eastward				Westward PIOCHE BRANCH				Eastward				Westward FILLMORE BRANCH				Eastward						
Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Mile Post	Time-Table No. 2 April 11, 1948		Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Mile Post	Time-Table No. 2 April 11, 1948		Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Mile Post
	403 Local Freight	Daily Except Sunday	Daily		404 Local Freight	Daily Except Sunday		Daily	403 Local Freight	Daily Except Sunday		Daily	404 Local Freight	Daily Except Sunday		Daily	403 Local Freight		Daily Except Sunday	Daily	404 Local Freight		Daily Except Sunday	Daily		
																									STATIONS	
73 PW Y				0.0	R CUTLER YL	4.9	0.0	Yard OPTWY	6.30AM	DN-R CALIENTE YL CS	6.0	0.0	A 3.45PM	47 PW 96 Y	DN	DELTA YL	AK	0.0								
15				4.9	CLINTON	7.8					6.0					GREENWOOD (Spur)		21.7								
				12.7	DAHL (Spur)	12.7		26	s 7.20	PANAOA	8.5		s 2.30	26 WY	D	FILLMORE YL	FI	32.2								
				17.4	FLOYD (Spur)	17.4		w		WATER TANK	1.0															
20				20.3	FAIRFIELD	20.3				DEL MUES (Spur)	11.3															
16				23.6	5 MILE PASS	23.6		16 WY	A 8.45AM	D PIOCHE YL RM	32.7		1.00PM													
											32.7		Daily Except Sunday					32.2								
									(2.15) 14.0	..... Thru Time.....	(2.45) 11.9			Average speed per hour.....												
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.												Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404.—See Rule S-72.				Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.										
Westward CEDAR CITY BRANCH				Eastward				Westward IRON MOUNTAIN BRANCH				Eastward														
Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Mile Post	Time-Table No. 2 April 11, 1948		Mile Post	SECOND CLASS			Car capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS			Mile Post											
	417 Local Freight	301 Mixed	Daily Except Sunday		418 Local Freight	302 Mixed		Daily	418 Local Freight	302 Mixed		Daily														
													STATIONS													
123 189 OPWY		2.00PM	3.30AM	0.0	DN-R LUND YL UN	9.4	0.0	A 12.05PM	A 10.30PM																	
75	P	2.25	3.50	9.4	AVON	11.6		11.20AM	10.00																	
Yard PWYZ		3.07	4.15	21.0	D-R IRON SPRINGS YL GS	4.2		10.50	9.40																	
20	P	3.20	4.30	25.2	HALIVAH	4.7		10.20	9.30																	
				29.9	STOCK YARDS YL (Spur)	2.6																				
Loop 43 OPW		A 3.45PM	A 5.00AM	32.5	DN-R CEDAR CITY YL CD	32.5		10.00AM	9.15PM																	
								Daily Except Sunday	Daily																	
		(1.45) 18.2	(1.30) 22.0	..... Thru Time.....		(2.05) 15.6	(1.15) 26.0	Average speed per hour.....		Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.																
Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.												Eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.														

**WESTWARD — ANAHEIM BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 19	Distance from Whittier Jct.	Time-Table No. 2		Mile-Post
		April 11, 1948		
STATIONS				
	0.0			0.0
	2.3	D	WHITTIER YL WR	2.3
18	6.9		PAC. ELEC. CROSSING	6.9
	9.7	D	LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
	15.5	D	A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	20.0
		20.0		

**WESTWARD — ST. THOMAS BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 19	Second Class		Distance from Moapa	Time-Table No. 2		Mile-Post	Second Class	
	311 Mixed			April 11, 1948			312 Mixed	
STATIONS								
115	PWY	10.15AM	0.0	DN-R	MOAPA MA	0.0	A	9.40AM
11		10.40	5.1		NARROWS	5.1		9.25
9		11.05	10.2		LOGANDALE	10.2		8.55
3		11.15	12.8		VIRGIN	12.8		8.40
11		11.30	14.8		OVERTON	14.8		8.30
	or	A 11.55AM	16.7		MEAD LAKE (Spur)	16.7		8.00AM
		16.7						Daily Except Sunday

(1.40) ..... Thru Time ..... (1.40)  
10.0 ..... Average speed per hour ..... 10.0

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.

**WESTWARD — BOULDER CITY BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 19	Second Class		Distance from Boulder Jct.	Time-Table No. 2		Mile-Post	Second Class	
	419 Local Freight			April 11, 1948			420 Local Freight	
STATIONS								
	YP	5.50AM	0.0		BOULDER JCT.	0.0	A	9.20AM
60	P	6.10	9.8	D	HENDERSON RB	9.8		9.00
	YARD PWY	A 6.40AM	22.4	D-R	BOULDER CITY YL BC	22.4		8.30AM
		(0.50) ..... Thru Time ..... (0.50)						Daily Except Sunday
		26.9 ..... Average speed per hour ..... 26.9						

**WESTWARD — SAN PEDRO BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A), Page 19	Distance from First Street Los Angeles	Time-Table No. 2		Mile-Post
		April 11, 1948		
STATIONS				
	2.8		DOWNEY ROAD YL	2.8
Tfr	IP	8.1	DN HOBART YL J A. T. and S. F. Crossing	8.1
	8.6	I	L. A. JCT. RY. CROSSING YL	8.6
85	PW	4.2	FRUITLAND YL	4.2
	5.1	AI	P. E. CROSSING YL	5.1
15	P	5.8	BELL YL	5.8
77	AI	7.4	SOUTH GATE YL (S. P. Csg.)	7.4
	9.4		WORKMAN	9.4
3		10.0	RANCHO LOS AMIGOS (Spur)	10.0
	11.2	AI	P. E. CROSSING	11.2
61	P	12.5	D PARAMOUNT YL HY	12.5
73	F	14.3	RIOCO YL	14.3
75		14.6	DOUGLAS JCT. YL	14.6
	17.4	I	COTA P. E. Crossing	17.4
96	P	19.1	D MANUEL MU	19.1
	21.7	I	THENARD S. P. and P. E. Crossings	21.7
YARD	P	22.3	DN MEAD TFR. YL WI	22.3
	23.2	I	HENRY FORD BLV. DRAWBRIDGE YL	23.2
YARD PWY		24.2	TERMINAL ISLAND YL	24.2
YARD	P	25.9	EAST SAN PEDRO YL	25.9
		23.1		

**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 "Fr." — 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 "Fr." 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.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels:			
DLS Specials:				On main line:			
On straight track, where not otherwise restricted.			60	On straight track.			30
On curves, where not otherwise restricted.			50	On branch lines.			15
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		55		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Mountain type engines.		70	50	On main line.			25
MacArthur type engines with 63-inch drivers.		55	50	On branch lines.			15
MacArthur type engines with 57-inch drivers and Consolidation type engines.		35	35	(Slower speed must be observed where conditions require.)			
3800 class engines.		60	50	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
3900 class engines.		65	50	Trains handling 5 or more cars Iron Mountain ore:			
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	Between Lund and Lynndyl.			40
3500 class engines.		35	35	Between Lynndyl and Provo.			30
1900 and 2100 class engines.		30	30	Within yard limits:			
0-6-0 and 0-8-0 type yard engines.		20	20	On main line.	50	40	25
Diesel-electric switch engines in road service.	35	35	35	On branch lines.		30	15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using cross-overs or turn-outs:			
Diesel-electric locomotives in road or helper service:				9000 class engines:			
Backing up shoving a train.				Forward movement.		10	10
(Speed of train being helped will govern.)				Back-up movement.		6	6
Backing up pulling a train.	40	40	40	All other classes engines:			
Backing up light.		40	40	Forward movement.	15	15	15
Steam engines running backward.		20	20	Back-up movement.	10	10	10
Trains handling scale test cars:				When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On main line.			30	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 Buena Vista.	20	20	20
On branch lines.			20	Wye tracks.	6	6	6
Trains handling loaded wooden Hart convertible cars:				Through tunnels.	40	40	25
On main line.			30				
On branch lines.			20				

**PROVO SUBDIVISION**

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			
				Emsco spur, over No. 7 switch.			5

PROVO SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Lehi</b> Lehi Cereal Mills.			10	<b>Payson</b> Between M.P. 733.5 and 732.9.	40	30	20
Sugar Factory trackage.			5	<b>Nephi</b> City limits, between M.P. 711.8 and 710.0.	20	20	20
<b>American Fork</b> City limits, between M.P. 767.5 and 765.8.	20	20	20	Plaster mill spur.			10
<b>Pleasant Grove</b> City limits, between M.P. 764.0 and 762.9.	20	20	20	<b>Juab</b> Between M.P. 694.4 and 691.8.	40	30	20
Wasatch Oil spur.			10	<b>Mills</b> Between M.P. 685.8 and 674.6.	40	30	20
<b>Geneva Steel Plant</b> Over road crossings.			15	<b>Lynnndyl</b> Between house track switch and stand-pipe.	5	5	5
<b>Provo</b> City limits, between M.P. 754.8 and 751.0.	20	20	15				

FIRST SUBDIVISION							
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Sts.			5	<b>Faust</b> Between M.P. 721.0 and 719.6.	60	50	40
Salt Lake City, between Fifth North and Ninth South Sts. and between Third West and Fourth West Sts.	12	12	12	<b>Pehrson</b> Between M.P. 715.8 and 705.8.	55	45	35
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.				<b>Boulter</b> Between M.P. 703.8 and 702.1.	70	60	45
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Between M.P. 699.9 and 699.6.	70	60	45
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	<b>Tintic</b> West switch.	20	20	20
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Between M.P. 693.4 and 692.8.	70	60	45
Between M.P. 779.6 and 779.2.	65	55	45	<b>McIntyre</b> Between M.P. 688.9 and 687.3.	60	50	40
<b>Buena Vista</b> Between M.P. 770.6 and 770.1.	70	60	45	Between M.P. 687.0 and 686.2.	65	55	40
<b>Garfield</b> Between M.P. 767.5 and 767.2.	65	50	40	Between M.P. 686.0 and 685.7.	70	60	45
B. & G. Crossing M.P. 767.1.	65	50	40	<b>Jericho</b> Between M.P. 684.5 and 680.5.	60	50	40
American Smelting and Refining Co. High Line.			15	<b>Dyer</b> Between M.P. 679.2 and 678.9.	65	55	40
<b>Lake Point</b> Between M.P. 763.3 and 762.8.	65	55	45	<b>Lynnndyl</b> Over old cinder pit on inbound round-house lead.		5	5
Between M.P. 761.9 and 760.9.	70	60	45	Between east and west water columns.	15	15	15
<b>Morris</b> Between M.P. 758.8 and 757.1.	55	45	35	<b>Cline</b> Between M.P. 656.4 and 655.8.	70	60	45
<b>Erda</b> Between M.P. 755.5 and 754.2.	60	50	40	Between M.P. 654.7 and 654.1.	60	50	40
<b>Shields</b>				Between M.P. 653.2 and 650.7.	70	60	45
Between Warner and Stockton on running track.	15	15	15	<b>Delta</b>			
Between M.P. 744.1 and 743.5.	55	45	35	<b>Borden</b> Between M.P. 615.8 and 615.2.	60	50	40
Between M.P. 743.3 and 742.1.	60	50	40	Between M.P. 600.7 and 600.5.	70	60	45

SECOND SUBDIVISION							
<b>Modena</b> Between M.P. 502.4 and 502.0.	70	60	45	<b>Brown</b> Between M.P. 489.2 and 489.1.	50	40	30
<b>Uvada</b> Between M.P. 499.9 and 499.7.	70	60	45	Between M.P. 488.7 and 486.8.	30	30	25
Between M.P. 498.5 and 497.6.	70	60	45	Between M.P. 486.6 and 484.5.	50	40	30
Maximum speed.				<b>Acoma</b> Between M.P. 481.6 and 480.4.	30	25	20
Between M.P. 497.3 and Caliente.	60	50	40	Between M.P. 480.0 and 479.8.	50	40	25
Between M.P. 497.3 and 495.0.	30	25	20	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 494.4 and 494.1.	40	30	25	Between M.P. 477.2 and 469.1.	30	25	20
<b>Crestline</b> Between M.P. 492.1 and 491.9.	40	30	25	<b>Islen to Minto</b> Steam engines backing up.	12	12	12
Between M.P. 491.5 and 490.6.	50	40	30				
Between M.P. 489.9 and 489.7.	45	35	30				

SECOND SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Minto</b> Between M.P. 468.3 and 468.1.	55	45	35	<b>Acton</b> Between M.P. 387.7 and 387.6.	85	75	50
Between M.P. 466.9 and 466.0.	45	35	25	<b>Moapa</b> Between switches.	85	70	50
<b>Eccles</b> Between M.P. 463.9 and 461.7.	45	35	25	Between M.P. 381.3 and 381.1.	85	75	50
Between M.P. 461.7 and 461.2.	30	25	20	Between M.P. 380.9 and 380.4.	65	55	45
Between M.P. 460.3 and 460.0.	45	35	25	Between M.P. 379.6 and 379.2.	60	50	40
<b>Caliente</b> Caliente, between public crossing east of passenger station and Signal 4592.	20	20	20	Between M.P. 377.2 and 376.7.	85	75	50
Between M.P. 459.5 and 457.9.	50	40	25	<b>Ute</b> Between M.P. 369.4 and 369.1.	70	65	45
Between M.P. 457.2 and 457.1.	80	65	40	Between M.P. 365.3 and 365.1.	85	75	50
<b>Between Etna and Farrier, streamline trains must not exceed schedule speed.</b>		50		Between M.P. 364.2 and 363.9.	70	65	45
<b>Etna</b> Between M.P. 456.1 and 430.1.	35	35	25	<b>Dry Lake</b> Between M.P. 362.5 and 362.2.	60	50	40
Between M.P. 429.2 and 429.1.	65	50	40	Between M.P. 360.3 and 360.2.	85	75	50
<b>Leith</b> Between M.P. 428.4 and 428.3.	80	50	40	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 428.2 and 428.0.	55	45	35	Between M.P. 358.4 and 358.2.	45	40	30
Between M.P. 427.6 and 426.4.	65	50	40	<b>Garnet</b> Between M.P. 357.8 and 357.3.	75	70	45
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 356.8 and 356.1.	45	40	30
Between M.P. 425.1 and 424.0.	65	50	40	Between M.P. 355.3 and 355.2.	85	75	50
<b>Cloud</b> Between M.P. 423.7 and 420.4.	65	50	40	<b>Apex</b> Between M.P. 352.3 and 351.2.	85	75	50
<b>Carp</b> Between M.P. 419.6 and 403.7.	35	35	25	Between M.P. 351.1 and 350.9.	70	65	45
<b>Hoya</b> Between M.P. 402.1 and 401.7.	80	50	40	Between M.P. 350.7 and 348.4.	40	40	30
Between M.P. 400.5 and 399.9.	65	50	40	Between M.P. 347.6 and 347.4.	85	75	50
Between M.P. 398.6 and 397.6.	40	35	25	<b>Dike</b> Between M.P. 345.9 and 345.4.	85	75	50
<b>Rox</b> Between M.P. 397.3 and 395.6.	65	50	40	Between M.P. 343.3 and 343.0.	85	75	50
Between M.P. 395.4 and 394.7.	35	35	25	<b>Valley</b> Airport spur.		25	25
Between M.P. 394.2 and 394.0.	65	50	40	Between M.P. 339.3 and 339.0.	85	75	50
<b>Farrier</b> Between M.P. 392.1 and 391.7.	55	45	35	<b>Wann</b> Between M.P. 336.1 and 335.3.	50	40	25
				Between M.P. 335.3 and 334.2.	20	20	20

THIRD SUBDIVISION							
<b>Las Vegas</b> 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	<b>Jean</b> Between M.P. 301.1 and 300.9.	85	75	50
Between M.P. 327.1 and 326.6.	85	75	50	Between M.P. 298.8 and 297.5.	85	75	50
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45	<b>Borax</b> Between M.P. 296.2 and 295.8.	85	75	50
Between M.P. 319.7 and 318.5.	40	40	30	<b>Roach</b> Between M.P. 288.2 and 287.9.	85	75	50
Between M.P. 318.0 and 317.8.	85	75	50	<b>Calada</b> Between M.P. 286.9 and 286.3.	85	75	50
Between M.P. 317.1 and 316.5.	60	50	40	Between M.P. 284.8 and 284.7.	85	75	50
Between M.P. 316.5 and 315.5.	40	40	30	<b>Desert</b> Between M.P. 282.2 and 281.8.	85	70	50
<b>Sloan</b> Between M.P. 315.0 and 314.6.	40	40	30	Between M.P. 280.7 and 279.9.	85	75	50
Between M.P. 313.6 and 312.6.	80	75	45	Between M.P. 278.7 and 278.5.	85	75	50
Between M.P. 312.5 and 312.1.	45	40	30	<b>Nipton</b> Between M.P. 276.7 and 276.0.	85	75	50
Between M.P. 311.9 and 311.7.	70	65	45	Between M.P. 274.6 and 274.5.	85	75	50
Between M.P. 311.0 and 310.1.	85	75	50	<b>Moore</b> Between M.P. 272.9 and 271.9.	85	70	50
Between M.P. 309.8 and 309.3.	70	65	45	Between M.P. 271.5 and 269.2.	85	75	50
<b>Erie</b> Between M.P. 308.7 and 308.2.	85	75	50				
<b>Sutor</b> Between M.P. 305.3 and 305.0.	85	75	50				

THIRD SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>Ivanpah</b>				Between M.P. 231.2 and 230.9.	70	65	45
Between M.P. 267.5 and 267.1.	85	70	50	<b>Flynn</b>			
Between M.P. 266.6 and 265.3.	85	75	50	Between M.P. 230.8 and 229.0.	85	75	50
<b>Brant</b>				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
<b>Joshua</b>				<b>Sands</b>			
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	<b>Balch</b>			
<b>Cima to Desert</b> , 2800 and 3100 class engines running light.			35	Between M.P. 205.0 and 204.9.	85	75	50
<b>Cima to Kelso</b>				<b>Basin</b>			
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
<b>Cima to Kelso</b> , 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
<b>Cima to Kelso</b>	60	40	20	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.				Between M.P. 192.3 and 192.1.	40	40	25
<b>Cima</b>				Between M.P. 192.0 and 191.8.	60	50	45
Between M.P. 254.2 and 253.0.	50	40	20	<b>Afton</b>			
<b>Hayden</b>				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
<b>Kelso</b>				<b>Dunn</b>			
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
				<b>Field</b>			
				Between M.P. 181.7 and 180.8.	85	75	50
				Between M.P. 179.8 and 179.1.	85	75	50
				<b>Harvard</b>			
				Between M.P. 169.4 and 168.8.	85	75	50
				<b>Toomey</b>			
				Between M.P. 164.9 and 163.5.	50	40	25
				<b>Yermo</b>			
				Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

FOURTH SUBDIVISION

<b>Yermo</b>				<b>WO Tower</b>			
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	<b>Pomona</b>			
Between M.P. 159.0 and 158.8.	15	15	15	Between M.P. 29.5 and 29.1.	70	65	45
<b>Daggett</b>				<b>Spadra</b>			
<b>Riverside Jct.</b>				Between M.P. 25.3 and 25.1.	70	65	45
Between M.P. 58.1 and 57.8.	20	20	20	<b>Walnut</b>			
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	<b>Hillgrove</b>			
Between M.P. 56.0 and 55.4.	55	45	35	Between M.P. 15.3 and 15.1.	55	45	35
PE crossing M.P. 55.2.	20	20	20	Between M.P. 13.9 and 13.6.	70	65	45
<b>Streeter</b>				<b>Clayton</b>			
Between M.P. 53.8 and 53.4.	60	50	40	Between M.P. 11.1 and 10.3.	50	40	25
<b>Arlington</b>				<b>Pico</b>			
Between M.P. 52.3 and 51.8.	65	55	45	Between M.P. 10.3 and 9.4.	50	40	25
Between M.P. 50.7 and 49.9.	70	65	45	Between M.P. 9.0 and 8.8.	85	70	45
<b>Pedley</b>				<b>Montebello</b>			
Between M.P. 48.8 and 47.9.	85	75	45	Between M.P. 7.0 and 3.3.	50	40	25
<b>Bly</b>				Between M.P. 3.3 and 2.2.	25	25	20
When using cross-over east of office.			10	Between M.P. 2.2 and 1.7.	15	15	15
<b>Mira Loma</b>				Between MP. 1.7 and 0.3.	25	25	20
Between M.P. 43.6 and 43.5.	85	75	45	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Between M.P. 38.6 and 36.4.	50	40	25	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15
<b>Sunsweet</b>							
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.
<b>Fairfield Branch</b>		15	15	<b>Blue Diamond Spur</b>			
<b>Eureka Branch</b>		12	12	Arden to M.P. 8.			20
Eureka, within city limits.		6	6	M.P. 8 to end of track.			12
<b>Fillmore Branch</b>		30	30	<b>Crestmore Branch</b>			
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.				Between Bly and Crestmore.			15
<b>Cedar City Branch</b>		30	30	Between Crestmore and Riverside Jet.			20
Cedar City Loop, over spring switch.		10	10	<b>Anaheim Branch</b>		20	20
Cedar City, oil track No. 12, Commissary spur and freight house lead.			5	Between M.P. 2.0 and 2.5.		15	15
<b>Iron Mountain Branch</b>		15	15	Between M.P. 12.0 and 13.0.		10	10
<b>Pioche Branch</b>		25	25	<b>San Pedro Branch</b>		30	30
Between M.P. 0.0 and 17.0.		10	10	Lead known as Consolidated Lumber Company track: On straight track.			10
Between M.P. 17.0 and 22.0.		25	25	On curves.			6
Between M.P. 22.0 and 32.7.		15	15	Vernon, city limits.		12	12
<b>Prince Branch</b>		15	15	Henry Ford Ave. drawbridge.		15	15
<b>St. Thomas Branch</b>		25	25	<b>Pasadena Branch</b>		12	12
Between M.P. 5.4 and 6.1.		15	15	<b>Glendale Branch</b>		12	12
<b>Boulder City Branch</b>		25	25	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.			
Between M.P. 11.2 and 11.5.			20				
Between M.P. 17.8 and 19.0.			20				

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.
- 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