

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 3

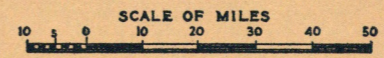
Effective Sunday,
January 16, 1949

at 12:01 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
Los Angeles, Cal.

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.
G. L. DREW, Trainmaster. Las Vegas, Nev.
H. W. STOKER, 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.
L. C. WILLIAMS,
Road Foreman of Engines. Las Vegas, Nev.
J. D. McCOLL, Road Foreman of Engines. Las Vegas, Nev.
C. F. BAILEY, Road Foreman of Engines. Las Vegas, Nev.
J. J. SCHNACKENBERG,
Road Foreman of Engines. Milford, Utah
J. P. MACK, Division Engineer. Los Angeles, Cal.
W. R. KEAY, General Roadmaster. Los Angeles, Cal.

First and Second Subdivisions and Branches
Salt Lake City to Caliente

D. DURHAM,
Chief Train Dispatcher. Salt Lake City, Utah
J. C. HAYMOND,
Asst. Chief Train Dispatcher. Salt Lake City, Utah
G. B. CHASTAIN,
Asst. Chief Train Dispatcher. Salt Lake City, Utah
K. G. JONES,
Asst. Chief Train Dispatcher. Salt Lake City, Utah

Second and Third Subdivisions and Branches
Caliente to Yermo

R. A. FORBES, Chief Train Dispatcher. Las Vegas, Nev.
R. L. GUNDY,
Assistant Chief Train Dispatcher. Las Vegas, Nev.
J. L. HULIHAN,
Assistant Chief Train Dispatcher. Las Vegas, Nev.

Fourth Subdivision and Branches

D. M. JONES, Chief Train Dispatcher. Los Angeles, Cal.
P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
J. A. McNulty,
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
L. J. TAUFER	Dist. Surgeon	Salt Lake City	Salt Lake City
DON B. GIBBONEY	Dist. Surgeon	Los Angeles	Los Angeles & Vicinity
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City
George H. Curtis	Surgeon	Salt Lake City	Salt Lake City
J. R. Anderson	Surgeon	Salt Lake City	Salt Lake City
Harry Berman	Oculist & Aurist	Salt Lake City	Salt Lake City
L. W. Condie	Surgeon	Salt Lake City	Salt Lake City
R. E. Smith	Surgeon	Salt Lake City	Salt Lake City
Scott C. Sharp	Surgeon	Salt Lake City	Salt Lake City
E. B. Fairbanks	Oculist-Aurist	Salt Lake City	Salt Lake City
Sharp Sanders	Surgeon	Salt Lake City	Salt Lake City
A. S. Crandall	Oculist	Salt Lake City	Salt Lake City
T. M. Aldous	Surgeon	Tooele	Warner & Vicinity
J. M. Ball	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
Max Stewart	Surgeon	Payson	Spanish Fork to Santaquin
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lyndyl
M. E. Bird	Surgeon	Delta	Black Rock to Lyndyl
L. A. Busch	Surgeon	Milford	Crestline to Clear Lake
H. B. Fowler	Surgeon	Milford	Crestline to Clear Lake
Thomas W. Auner	Surgeon	Caliente	Crestline to Moapa
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	Las Vegas	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. A. Sullivan	Surgeon	Ontario	Riverside to Pomona
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
J. M. Dodd	Surgeon	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Lyster	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
Harry A. Baers	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	Huntington Park	South Gate & Vicinity
G. H. Quillen	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
W. W. Meier	Surgeon	East Los Angeles	Lynwood & Vicinity

Standard clocks are located as shown below:

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

CONDENSED TIME-TABLE

WESTWARD					EASTWARD							
FIRST CLASS					Distance from Green River	Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS				
3	103	1	37	4				2	104	38		
Passenger	Streamliner Passenger	Passenger	Passenger				Passenger	Passenger	Streamliner Passenger	Passenger		
Daily	Daily	Daily	Daily									
5.25PM	3.10PM	12.50PM	2.45AM	0.0	MT	GREEN RIVER	MT	817.0	A 10.35AM	A 11.10AM	A 12.50PM	A 11.05PM
7.25	4.51	2.50	4.50	100.2		EVANSTON		917.2	8.40	9.07	11.09AM	9.02
9.15	6.25	4.40	6.35	175.6		OGDEN		992.6	6.50	7.15	9.40	7.15
9.45			6.55					0.0	6.20			6.35
10.35	7.05	5.35	7.45	211.9	MT	SALT LAKE CITY	MT	86.8	5.30	6.30	9.00	5.35
9.55PM	6.20	4.55	8.40		PT		PT	784.0	4.10	5.10	7.45	4.00
12.10AM	8.15	7.18	11.55AM	380.0		LYNNDYL		665.9	1.55	2.50	5.50	1.15PM
1.55	9.28	9.05	2.10PM	419.1		MILFORD		576.8	12.25AM	1.15	4.40	11.30AM
2.35	9.55	9.40	3.05	454.5		LUND		541.4	11.33PM	12.30AM	4.11	10.40
4.40	11.36PM	11.43PM	5.25	586.4		CALIENTE		459.5	9.35	10.35PM	2.35AM	8.35
7.50	2.25AM	2.45AM	9.15PM	661.7		LAS VEGAS		884.2	6.50	7.40	11.55PM	5.25
11.02	5.10	6.00	1.25AM	832.7		YERMO		168.2	3.17	4.11	8.45	12.30
11.25AM	5.28	6.25	2.00	846.1		BARSTOW		150.1	2.53	3.52	8.27	12.01AM
1.30PM	7.25	8.35	4.30	926.9		SAN BERNARDINO		67.8	12.50	1.50	6.38	9.50PM
1.40	7.33	8.45	4.40	980.4		COLTON		64.5	12.37	1.37	6.25	9.30
1.55	7.45	9.00	5.00	987.4		RIVERSIDE		57.5	12.25	1.25	6.12	9.15
2.15	8.03	9.23	5.28	957.1		ONTARIO		87.8	12.02PM	1.02	5.53	8.45
2.23	8.11	9.32	5.40	962.9		POMONA		82.0	11.54AM	12.54	5.46	8.34
A 3.20PM	A 9.00AM	A 10.40AM	A 7.00AM	996.6	PT	LOS ANGELES	PT	0.0	11.00AM	12.01PM	5.00PM	7.30PM
						996.6			Daily	Daily	Daily	Daily
(22.55)	(18.50)	(22.50)	(29.15)			Thru Time		(22.35)	(22.09)	(18.50)	(26.35)	
43.5	52.9	43.6	34.0			Average speed per hour		44.1	44.9	52.9	37.5	

Times 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.		

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	Riverside	Any station	Los Angeles
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	Los Angeles	Any station where No. 104 stops

WESTWARD

FIRST SUBDIVISION

Car Capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 3	
	261	259	299	255	3	103	1	37		January 16, 1949	
	Time Freight	Time Freight	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
YARD OPTWYZ	11.45PM	1.30PM	12.30PM	1.30AM					1.1	DN-R NORTH YARD YL C	
YARD P					9.55PM	6.20PM	4.55PM	8.40AM	0.0	SALT LAKE CITY YL SA	
122 P					10.06	6.31	5.07	8.55	4.8	DN-R BUENA VISTA BV	
125 PW					10.15	6.39	5.18	s 9.07	15.7	DN GARFIELD GF	
AI									16.8	D & RGW CROSSING	
122 P					10.19	6.43	5.23	9.15	19.6	LAKE POINT	
122 PW					10.28	6.51	5.33	9.30	27.6	ERDA	
122 PY					10.38	6.59	5.45	s 9.50	35.8	DN WARNER DU	
131 PW					10.46	7.05	5.53	s 10.05	41.4	D STOCKTON KN	
122 P					10.52	7.10	6.00	s 10.15	47.9	D ST. JOHN SJ	
143 PW					11.03	7.20	6.13	f 10.30	60.7	FAUST	
122 P					11.10	7.26	6.20	10.38	66.8	PEHRSON	
157 PW					11.20	7.34	6.30	10.50	74.1	LOFGREEN	
122 P					11.27	7.41	6.38	10.58	79.8	BOULTER	
122 PWYZ					s 11.38	7.46	6.45	s 11.10	85.4	D TINTIC U	
123 P					11.45	7.52	6.52	11.18	92.1	McINTYRE	
126 PW					11.51PM	7.58	6.59	11.26	98.7	JERICO	
139 P					12.01AM	8.07	7.09	11.40	109.0	CHAMPLIN	
YARD OPTWY					12.10	8.15	7.18	s 11.55AM	118.1	DN LYNDYL NY	
122 P					12.17	8.21	7.25	12.05PM	125.8	STRONG	
124 186 PWY					s 12.30	8.30	7.36	s 12.25	134.6	DN DELTA AK	
122 P					12.39	8.37	7.47	12.35 ³⁸	144.1	VAN	
122 P					12.48	8.44	7.57	12.45	153.0	CLEAR LAKE	
123 P					12.53	8.48	8.02	12.50	158.1	NEELS	
122 P					1.04 ⁴	8.55	8.12	1.00	166.5	BLOOM	
124 P					1.12	9.01	8.20	1.10	174.4	CRUZ	
123 PW					1.22	9.09	8.30	f 1.22	184.6	D BLACK ROCK KO	
122 P					1.30 ²	9.17	8.40	1.34	194.3	READ	
122 P					1.34	9.20	8.44	1.40	198.9	MURDOCK	
YARD OPTWYZ	A 7.15AM	A 10.30PM	A 5.45PM	A 9.15AM	A 1.45AM	A 9.27PM	A 8.55PM	A 2.00PM	207.2	DN-R MILFORD YL FD	

(7.30)	(9.00)	(5.15)	(7.45)	(3.50)	(3.07)	(4.00)	(5.20)	Thru Time
27.6	23.00	39.4	26.7	54.0	66.5	51.8	38.8	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.—See Rule S-72.

Unless otherwise directed, eastward freight 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.

All first-class trains will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages.—See Page 19.

FIRST SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 13.	Time-Table No. 3		FIRST CLASS				SECOND CLASS			
	January 16, 1949		4	2	104	38	258	254	260	256
	STATIONS		Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
YARD OPTWYZ	DN-R NORTH YARD YL C	35.2								
YARD P	SALT LAKE CITY YL SA	36.3	A 4.10AM	A 5.10AM	A 7.45AM	A 4.00PM	A 1.30PM	A 8.30PM	A 3.00AM	A 6.30AM
122 P	DN-R BUENA VISTA BV	779.2	3.55	4.52	7.31	3.37				
125 PW	DN GARFIELD GF	768.3	3.45	4.41	7.23	f 3.25				
AI	D & RGW CROSSING	767.1								
122 P	LAKE POINT	764.4	3.40	4.36	7.19	3.20				
122 PW	ERDA	756.4	3.32	4.28	7.12	3.12				
122 PY	DN WARNER DU	748.2	3.24	4.20	7.05	s 3.04				
131 PW	D STOCKTON KN	742.6	3.18	4.14	7.00	s 2.53				
122 P	D ST. JOHN SJ	736.1	3.12	4.08	6.55	s 2.43				
143 PW	FAUST	723.3	3.00	3.56	6.46	2.29				
122 P	PEHRSON	717.2	2.54	3.50	6.41	2.22				
137 PW	LOFGREEN	709.9	2.46	3.42	6.34	2.12				
122 P	BOULTER	704.2	2.37	3.33	6.27	2.03				
122 PWYZ	D TINTIC U	698.6	2.29	3.25	6.20	s 1.55				
123 P	McINTYRE	691.9	2.22	3.18	6.13	1.45				
126 PW	JERICO	685.3	2.15	3.11	6.07	1.37				
139 P	CHAMPLIN	675.0	2.04	3.00	5.58	1.25				
YARD OPTWY	DN LYNDYL NY	665.9	s 1.55	2.50	5.50	s 1.15				
122 P	STRONG	658.2	1.46	2.40	5.44	1.03				
124 186 PWY	DN DELTA AK	649.4	1.36	2.30	5.37	s 12.53				
122 P	VAN	639.9	1.27	2.21	5.29	12.35 ³⁷				
122 P	CLEAR LAKE	631.0	1.18	2.12	5.22	12.26				
123 P	NEELS	625.9	1.13	2.07	5.18	12.21				
122 P	BLOOM	617.5	1.04 ³	1.58	5.11	12.12				
124 P	CRUZ	609.6	12.56	1.50	5.04	12.03PM				
123 PW	D BLACK ROCK KO	599.4	12.47	1.40	4.56	f 11.54AM				
122 P	READ	589.7	12.38	1.30 ³	4.49	11.45				
122 P	MURDOCK	585.1	12.34	1.24	4.46	11.40				
YARD OPTWYZ	DN-R MILFORD YL FD	576.8	12.25AM	1.15AM	4.40AM	11.30AM	6.00AM	1.00PM	6.45PM	10.55PM

.....	(3.45)	(3.55)	(3.05)	(4.30)	(7.30)	(7.30)	(8.15)	(7.35)
.....	55.2	52.9	67.2	46.0	27.6	27.6	25.5	27.3

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.—See Rule S-72.

Unless otherwise directed, eastward freight 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.

All first-class trains will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

For stations not shown on schedule pages.—See Page 19.

WESTWARD

THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A). Page 13	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 3	
	255	261	259	299	37	3	1	103		January 16, 1949	
	Time Freight	Time Freight	Time Freight	Stock Special	Passenger	Passenger	Passenger	Streamliner Passenger		STATIONS	
YARD OPTWYZ	9.30PM	6.15PM	1.00PM	1.45AM	9.15PM	7.50AM	2.45AM	2.25AM	449.8	DN-R LAS VEGAS YL VG	
117 P					9.24	8.00	2.55	2.35	454.7	4.9 BRACKEN	
Y									457.0	2.3 BOULDER JCT.	
107 PW					f 9.35	8.07	3.02	2.42	461.5	4.5 ARDEN A	
104 P					f 9.45	8.17	3.12	2.52	469.0	7.5 SLOAN SX	
115 P					9.53	8.24	3.19	2.59	474.7	5.7 ERIE	
116 P					10.01	8.31	3.26	3.05	482.9	8.2 JEAN JE	
118 P					10.06	8.35	3.31		487.7	4.8 BORAX	
66 P					10.10	8.39	3.35	3.12	492.8	4.6 ROACH	
125 P					10.14	8.43	3.39		496.8	4.5 CALADA	
118 PW					10.19	8.47	3.43 ³⁸	3.19	501.5	4.7 DESERT	
117 P					10.26	8.52	3.48	3.23	506.5	5.0 NIPTON CH	
117 P					10.32	8.57	3.54	3.28 ³⁸	511.9	5.4 MOORE	
117 P					f 10.41 ¹⁰⁴	9.02	4.00	3.33	516.5	4.6 IVANPAH	
117 P					10.50	9.07	4.05	3.38	521.1	4.6 BRANT	
106 P					10.55	9.12	4.10	3.44	526.0	4.9 JOSHUA	
103 } 107 } PY					11.01	9.16	4.15	3.48	529.8	8.8 CIMA YL	
115 P					11.07	9.22	4.21	3.53	533.8	4.0 CHASE	
117 P					11.12	9.27	4.26		536.9	3.1 ELORA	
118 P					11.18	9.33	4.32	4.00	540.6	3.7 DAWES	
117 P					11.25	9.40	4.39	4.04	544.9	4.3 HAYDEN	
85 } 92 } OPWY					s 11.40	9.47	4.45	4.09	548.5	8.6 DN KELSO YL FO	
114 P					11.47	9.53	4.51		553.4	4.9 FLYNN	
117 P					11.52	9.57	4.55	4.18	558.1	4.7 KERENS	
81 P					11.56PM	10.01			562.1	4.0 GLASGOW	
106 PW					12.01AM	10.05	5.02	4.24	566.4	4.8 SANDS	
117 P					12.07	10.10			572.1	5.7 BALCH	
117 P					12.14	10.16	5.13	4.33	579.7	7.6 ORUCERO	
126 P					12.20	10.23	5.19	4.38	587.1	7.4 BASIN	
70 P					12.27	10.30	5.26	4.44	592.5	5.4 AFTON	
125 P					12.34	10.35	5.31	4.49	596.7	4.2 DUNN	
117 P					12.40		5.36	4.53	601.6	4.9 FIELD	
117 P					12.49 ³⁸	10.43	5.40		606.2	4.6 MANIX	
117 PW					12.55		5.44	5.00	610.7	4.5 HARVARD	
115 P					1.00	10.51	5.49		615.7	5.0 TOOMEY	
YARD OPTWY	A 6.15AM	A 3.15AM	A 11.00PM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN	
										171.0	

(8.45) (9.00) (10.00) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.5 19.0 17.1 31.3 42.7 54.0 52.6 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Time-Table No. 3		FIRST CLASS				SECOND CLASS			
	January 16, 1949		38	4	2	104	256	258	254	260
	STATIONS		Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	Time Freight	Time Freight
YARD OPTWYZ	DN-R LAS VEGAS YL VG	884.2	A 5.00AM	A 6.35PM	A 7.25PM	A 11.45PM	A 11.30AM	A 6.30PM	A 1.30AM	A 6.15AM
117 P	4.9 BRACKEN	829.8	4.48	6.25	7.16	11.33				
Y	2.3 BOULDER JCT.	827.0								
107 PW	4.5 ARDEN A	822.5	f 4.40	6.18	7.10	11.28				
104 P	7.5 SLOAN SX	815.0	f 4.28	6.09	7.01	11.20				
115 P	5.7 ERIE	809.8	4.20	6.03	6.55	11.14				
116 P	8.2 JEAN JE	801.1	s 4.10	5.55	6.47	11.07				
118 P	4.8 BORAX	296.8	4.02	5.50	6.42	11.03				
66 P	4.6 ROACH	291.7	3.57	5.46	6.38					
125 P	4.5 CALADA	287.2	3.52	5.42	6.34	10.56				
118 PW	4.7 DESERT	282.5	3.43 ¹	5.38	6.30					
117 P	5.0 NIPTON CH	277.5	f 3.37	5.33	6.25	10.49				
117 P	5.4 MOORE	272.1	3.28 ¹⁰³	5.28	6.20	10.45				
117 P	4.6 IVANPAH	267.5	f 3.19	5.24	6.16	10.41 ³⁷				
117 P	4.6 BRANT	262.9	3.11	5.20	6.12	10.37				
106 P	4.9 JOSHUA	258.0	3.06	5.15	6.07	10.33				
103 } 107 } PY	8.8 CIMA YL	254.2	f 3.00	5.10	6.03	10.29				
115 P	4.0 CHASE	250.2	2.49	5.02	5.54	10.22				
117 P	3.1 ELORA	247.1	2.40	4.55	5.47	10.15				
118 P	3.7 DAWES	248.4	2.30	4.47	5.39	10.08				
117 P	4.3 HAYDEN	239.1	2.20	4.39	5.31	10.01				
85 } 92 } OPWY	8.6 DN KELSO YL FO	235.5	s 2.10	s 4.30	5.23	9.53				
114 P	4.9 FLYNN	230.6	1.51	4.21	5.16	9.46				
117 P	4.7 KERENS	225.9	1.46	4.17	5.11	9.41				
81 P	4.0 GLASGOW	221.9	1.41	4.13	5.07	9.37				
106 PW	4.8 SANDS	217.6	1.35	4.09	5.03	9.33				
117 P	5.7 BALCH	211.9	1.29			9.29				
117 P	7.6 ORUCERO	204.8	1.21	3.58	4.52	9.23				
126 P	7.4 BASIN	196.9	1.13	3.52	4.46	9.17				
70 P	5.4 AFTON	191.5	1.05	3.45	4.39	9.11				
125 P	4.2 DUNN	187.8	12.59	3.40	4.34	9.07				
117 P	4.9 FIELD	182.4	12.54			9.03				
117 P	4.6 MANIX	177.8	12.49 ³⁷	3.32	4.26	8.59				
117 PW	4.5 HARVARD	173.8	12.44			8.55				
115 P	5.0 TOOMEY	168.8	12.37	3.24	4.18	8.51				
YARD OPTWY	5.1 DN-R YERMO YL BN	168.2	12.30AM	3.17PM	4.11PM	8.45PM	5.15AM	12.15PM	7.15PM	11.30PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (4.30) (3.18) (3.14) (3.00) (6.15) (6.15) (6.15) (6.45)
Average speed per hour 38.0 51.8 52.8 57.0 27.5 27.5 27.5 25.3

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

WESTWARD				FOURTH SUBDIVISION				Distance from Salt Lake City	Time-Table No. 3	
Car capacity of sidings, etc. See Rule 6(A). Page 13	SECOND CLASS				FIRST CLASS				STATIONS	
	299 Stock Special	255 Time Freight	261 Time Freight	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger			37 Passenger
YARD OPTWY	7.45AM	7.00AM	3.45AM	12.05AM	11.02AM	6.00AM	5.10AM	1.25AM	620.8	DN-R YERMO YL BN
IP					11.10AM	6.10AM	5.18AM	1.35AM	625.4	DN DAGGETT H
					s 11.25AM	s 6.25	s 5.28	2.00	634.2	BARSTOW BA
					s 1.30PM	s 8.35	s 7.25	4.30	715.0	SAN BERNARDINO B
					1.40	8.45	7.33	4.40	718.5	COLTON
IP					1.50PM	8.55AM	7.43AM	4.50AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL
YARD P	1.25PM ²	3.30PM	11.25AM	9.20AM	s 1.55	s 9.00	7.45	s 5.00	725.5	DN-R RIVERSIDE YL
AI									727.8	P. E. CROSSING
76 P	1.35	3.52 ²⁶⁰	11.35	9.30	2.00	9.06	7.50	5.06	729.2	STREETER
113 YP									730.0	ARLINGTON
76 P	1.40	4.01	11.40	9.35	2.04	9.11	7.54	5.10	733.2	PEDLEY
74 YP			11.50AM ²⁵⁴						734.7	BLY
114 P	1.45	4.06	12.09PM ⁴	9.40	2.08	9.15	7.57	s 5.15	737.4	DN MIRA LOMA V
I									744.9	S. P. CROSSING
120 WP	1.59	4.20	12.29	10.00	2.15	9.23	8.03	s 5.28	745.2	DN ONTARIO YL RA
59 P									747.5	SUNSWEEP
68 IP	2.07	4.28	12.37	10.08	2.21	9.30	8.09	5.35	750.0	DN WO TOWER WO
48 P					s 2.23	9.32	8.11	s 5.40	751.0	S. P. Crossing
118 P	2.15	4.37	12.49 ²	10.18		9.37	8.15	5.45	754.1	DN POMONA YL PO
122 P	2.31 ³	4.43	1.00	10.30	2.31 ²⁹⁹	9.42	8.18	5.50	758.6	SPADRA
75 P						9.47	8.21		763.1	D WALNUT WA
97 WP	2.45 ²⁶⁰	4.55	1.12	10.47 ²⁵⁴	2.37 ²⁶⁰	9.50	8.23	5.57	766.0	ROWLAND
72 P	2.50	5.00	1.20	11.05	2.40	9.54	8.26	6.01	769.3	DN HILLGROVE BG
P									772.1	CLAYTON
97 P	2.55	5.26 ¹⁰⁴	1.25	11.32 ⁴	2.44	9.58	8.29	s 6.06	772.7	WHITTIER JCT. YL
67 P	3.00	5.35	1.30	11.40AM	2.46	10.00	8.31	s 6.15	774.5	DN PICO YL K
					s 2.55	s 10.10	s 8.40	s 6.30	777.3	D MONTEBELLO MK
									777.4	EAST LOS ANGELES YL
YARD WTYOZZ	A 3.30PM	A 6.00PM	A 2.00PM ²⁶⁰	A 12.01PM	2.59	10.14	8.43	6.35	779.3	TELEGRAPH ROAD YL
P					3.01	10.16	8.44	6.37	780.2	DN-R EAST YARD YL D
I					3.05	10.20	8.47	6.42	781.8	DOWNEY ROAD YL
I					3.13	10.27	8.53	6.50	783.0	NINTH ST. JCT. YL
I									783.9	FIRST ST. YL
IP					A 3.20PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7	PASADENA JCT. YL
										A. T. & S. F. Csg. (Mission Tower)
										DN-R LOS ANGELES UD
										(Union Station)
										168.9

FOURTH SUBDIVISION				EASTWARD				Distance from Salt Lake City	Time-Table No. 3	
Car capacity of sidings, etc. See Rule 6(A). Page 13	FIRST CLASS				SECOND CLASS				STATIONS	
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	258 Time Freight	254 Time Freight	260 Time Freight			256 Time Freight
YARD OPTWY	A 3.15PM	A 4.11PM	A 8.45PM	A 12.25AM	A 11.30AM	A 6.30PM	A 10.45PM	A 4.30AM	163.2	DN-R YERMO YL BN
IP	3.05PM	4.04PM	8.37PM	12.13AM					158.6	DN DAGGETT H
									150.1	BARSTOW BA
	s 2.53	s 3.52	8.27	s 12.01AM					67.8	SAN BERNARDINO B
	s 12.50	s 1.50	s 6.38	s 9.50PM					64.5	COLTON
IP	12.27PM	1.27PM	6.15PM	9.17PM					58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL
YARD P	s 12.25	s 1.25 ²⁹⁹	6.12	s 9.15	A 3.45AM	A 12.10PM	A 4.00PM	A 9.45PM	57.5	DN-R RIVERSIDE YL
AI									55.2	P. E. CROSSING
76 P	12.17	1.17	6.06	9.02	3.30	11.58AM	3.52 ²⁵⁵	9.35	58.8	STREETER
113 PY									58.0	ARLINGTON
76 P	12.13	1.13	6.03	8.58	3.23	11.53	3.47	9.27	49.8	PEDLEY
74 YP						11.50 ²⁶¹			48.8	BLY
114 P	12.09 ²⁶¹	1.09	6.00	8.54	3.17	11.47	3.42	9.23	45.6	DN MIRA LOMA V
I									38.1	S. P. CROSSING
120 PW	12.02PM	1.02	5.53	s 8.45	3.03	11.33	3.28	9.09	37.8	DN ONTARIO YL RA
59 P									35.5	SUNSWEEP
68 IP	11.56AM	12.56	5.48	8.36	2.55	11.15	3.20	9.01	38.0	DN WO TOWER WO
48 P	11.54	12.54	5.46	s 8.34	2.53	11.13		8.58	32.0	S. P. Crossing
118 P	11.49	12.49 ²⁶¹	5.46	8.25	2.47	11.07	3.10	8.51	28.9	DN POMONA YL PO
122 P	11.45	12.45	5.38	8.19	2.39	10.59	3.00	8.41	24.4	SPADRA
75 P					2.32	10.52		8.32	19.9	D WALNUT WA
97 PW	11.39	12.39	5.32	8.11	2.27	10.47 ²⁵⁹	2.45 ²⁹⁹	8.27	17.0	ROWLAND
72 P	11.36	12.36	5.32	8.07	2.22	10.42	2.22	8.22	18.7	DN HILLGROVE BG
P									10.9	CLAYTON
97 P	11.32 ²⁵⁹	12.32	5.26 ²⁵⁵	8.03	2.15	10.35	2.15	8.15	10.8	WHITTIER JCT. YL
67 P	11.29	12.29	5.24	8.00	2.10	10.30	2.10	8.10	8.5	DN PICO YL K
	s 11.25	s 12.25	s 5.20	s 7.55					5.7	D MONTEBELLO MK
									5.6	EAST LOS ANGELES YL
YARD OPTWY	11.18	12.18	5.14	7.47	2.00AM	10.20AM	2.00PM ²⁶¹	8.00PM	8.7	TELEGRAPH ROAD YL
P	11.16	12.16	5.12	7.45					2.8	DN-R EAST YARD YL D
I	11.12	12.12	5.09	7.41					1.7	DOWNEY ROAD YL
I									0.0	NINTH ST. JCT. YL
I	11.04	12.05	5.03	7.34						FIRST ST. YL
I										PASADENA JCT. YL
IP	11.00AM	12.01PM	5.00PM	7.30PM						A. T. & S. F. Csg. (Mission Tower)
										DN-R LOS ANGELES UD
										(Union Station)
										165.2

(7.45) 20.4 (11.00) 14.4 (10.15) 15.5 (11.56) 13.2 (4.18) 38.1 (4.40) 35.1 (3.50) 42.8 (5.35) 29.0 Thru Time
 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 Jct. 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 Jct. and Los Angeles is governed by interlocking signals.
 All first-class trains will register at Yermo by train registering ticket.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.
 For Stations not shown on schedule pages.—See Page 19.

(4.15) 38.8 (4.10) 39.6 (3.45) 44.4 (4.55) 33.6 (9.30) 16.7 (8.10) 20.2 (8.45) 18.8 (8.30) 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 Jct. 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 Jct. and Los Angeles is governed by interlocking signals.
 All first-class trains will register at Yermo by train registering ticket.
 For conditional stops to discharge or pick up revenue passengers.—See page 3.
 For Stations not shown on schedule pages.—See Page 19.

WESTWARD				PROVO SUBDIVISION				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
93 Local Freight		305 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
YARD OPTWYZ		7.00AM	3.00AM	0.0	DN R SALT LAKE CITY YL SA C	36.3	A 5.20PM	A 11.15PM				
P		7.25	3.15	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	4.57	10.55				
IP				2.1	0.8 D. & R. G. W. CROSSING YL	38.4						
				3.4	1.3 D. & R. G. W. CROSSING YL	39.7						
47 P		7.50	f 3.35	7.3	3.9 DN MURRAY YL FN	43.6	4.30	f 10.40				
60 PW		8.10	3.40	7.9	0.6 PALLAS YL	44.2	4.25	10.35				
P				9.6	1.7 ATWOOD YL	45.9						
AI				12.3	2.7 D. & R. G. W. CROSSING	48.6						
102 P		8.20	f 3.50	12.6	0.3 SANDY	48.9	4.15	f 10.20				
48 PW		9.10	s 4.20	17.1	4.5 D DRAPER A	782.9	4.00	s 10.10				
ws 73 es 70 P		9.50	f 4.50	24.5	7.4 MOUNT	775.5	3.35	f 9.50				
73 PWY		10.10	f 5.20	29.0	4.5 CUTLER YL	771.0	3.05	f 9.30				
31 P		10.25	f 5.40	30.5	1.5 LEHI YL HI	769.5	3.00	f 9.20				
45 P		10.35	f 6.00	33.5	3.0 D AMERICAN FORK AF	766.5	2.50	f 9.00				
73 P		10.50	f 6.20	36.5	3.0 D PLEASANT GROVE GO	763.5	2.40	f 8.40				
73 P		11.05	f 6.30	42.0	5.5 D GENEVA G	758.0	2.20	f 8.20				
AI				42.7	0.7 D. & R. G. W. CROSSING	757.3						
YARD OPTWYZ		A 11.30AM	s 8.00	47.3	4.6 DN-R PROVO YL VO	752.7	2.00PM	s 8.00				
25			f 8.10	52.0	4.7 SPRINGVILLE	748.0		f 6.25				
29 P			s 8.30	55.6	3.6 D SPANISH FORK SF	744.4		f 6.15				
52 P			f 8.35	58.4	2.8 BENJAMIN	741.6		f 6.00				
55 PW			s 9.00	63.2	4.8 D PAYSON ON	736.8		f 5.50				
52 P			f 9.20	69.3	6.1 SANTAQUIN	730.7		f 5.32				
60 P			f 9.30	72.0	2.7 YORK	728.0		f 5.25				
125 PW			f 9.50	78.0	6.0 STARR	722.0		f 5.10				
41 P			f 10.05	83.3	5.3 BURRISTON	716.7		f 4.55				
52 PY			s 10.40	89.2	5.9 DN NEPHI NI	710.8		s 4.40				
53 P			f 11.00	96.4	7.2 SHARP	703.6		f 4.10				
75 P			f 11.20	103.7	7.3 JUAB	696.3		f 3.50				
52 PW			f 11.40AM	110.7	7.0 MILLS	689.3		f 3.25				
60 P			f 12.05PM	118.9	8.2 PARLEY	681.1		f 2.55				
60 P			f 12.40	130.1	11.2 MACK	669.9		f 2.10				
YARD OPTWYZ		A 1.00PM		134.1	4.0 DN-R LYNDYL YL NY	665.9		2.00PM				

(4.30) (10.00) Thru Time..... (3.20) (9.15)
 10.5 13.4 Average speed per hour..... 14.1 14.5

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 305 is superior to No. 94 and No. 306.—See Rule S-72.

For stations not shown on schedule pages.—See Page 19.

WESTWARD				FAIRFIELD BRANCH				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
403 Local Freight		404 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
73 PWY		6.30AM		0.0	R CUTLER YL	0.0						
15				4.9	4.9 OLINTON	4.9						
20				20.3	15.4 FAIRFIELD	20.3						
16				23.6	3.3 5 MILE PASS	23.6						
					23.6							

WESTWARD				PIOCHE BRANCH				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
403 Local Freight		404 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
Yard OPTWYZ		6.30AM		0.0	DN-R CALIENTE YL CS	0.0	A 3.45PM					
15				14.5	14.5 PANACA	14.5	s 2.30					
16 WY		A 8.45AM		32.7	18.2 D PIOCHE YL RM	32.7	1.00PM					
					32.7							

WESTWARD				FILLMORE BRANCH				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
403 Local Freight		404 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
122 PWY				0.0	DN DELTA YL AK	0.0						
26 WY				32.2	32.2 D FILLMORE YL FI	32.2						
					32.2							

WESTWARD				CEDAR CITY BRANCH				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
417 Local Freight		418 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily Except Sunday		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
123 189 OPWY		2.00PM		0.0	DN-R LUND YL UN	0.0	A 12.05PM					
75 P		2.25		9.4	9.4 AVON	9.4	11.20AM					
Yard PWYZ		3.07		21.0	D-R IRON SPRINGS YL GS	21.0	10.50					
20 P		3.20		25.2	4.2 HALIVAH	25.2	10.20					
Loop 43 OPW		A 3.45PM		32.5	7.3 DN-R CEDAR CITY YL OD	32.5	10.00AM					
					32.5							

WESTWARD				IRON MOUNTAIN BRANCH				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949				SECOND CLASS			
417 Local Freight		418 Mixed			Mile Post	94 Local Freight		306 Mixed		STATIONS		Mile Post
Daily		Daily		STATIONS		STATIONS		STATIONS		STATIONS		
PWYZ Yard				0.0	D-R IRON SPRINGS YL GS	0.0						
PY Yard				14.7	14.7 DN IRON MOUNTAIN YL MN	14.7						
					14.7							

For stations not shown on schedule pages.—See Page 19.

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

The following letters placed in columns provided in time-table indicate:
 C—coal; Y—wye;
 I—interlocking; Z—track scales;
 O—oil; AI—automatic interlocking signals;
 P—dispatcher's telephone; CS—center siding;
 T—turntable; ES—eastward siding;
 W—water; WS—westward siding;
 X—cross-over; RCS—remote control switch.

WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	Distance from Whittier Jct.	Time-Table No. 3 January 16, 1949		Mile-Post
		STATIONS		
	0.0		WHITTIER JCT. YL	0.0
	2.3	D	WHITTIER YL WR	2.3
18	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	13.8		SUNNY HILLS	13.8
	15.5		A. T. & S. F. CROSSING	15.5
11	17.3	D	FULLERTON RN	17.3
40	20.0	D	ANAHEIM YL MN	20.0
	20.0			

WESTWARD — MEAD LAKE BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	Second Class	Distance from Moapa	Time-Table No. 3 January 16, 1949		Mile-Post	Second Class
			STATIONS			
	311 Mixed	0.0	DN-R	MOAPA MA	0.0	A 11.40AM
	Daily Except Sunday	5.1		NARROWS	5.1	11.25
116	8.00AM	10.2		LOGANDALE	10.2	10.55
11	8.25	14.8		OVERTON	14.8	10.30
9	8.50	16.7		MEAD LAKE (Spur)	16.7	10.00AM
11	9.15					Daily Except Sunday
	9.40AM					

(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 and No. 311 is superior to No. 312.—See Rule S-72.
For stations not shown on schedule pages.—See Page 19.

MILEAGE

Main Line	906.3
Branches	258.4
Total	1164.7

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	Second Class	Distance from Boulder Jct.	Time-Table No. 3 January 16, 1949		Mile-Post	Second Class
			STATIONS			
	419 Local Freight	0.0		BOULDER JCT.	0.0	A 9.20AM
	Daily Except Sunday	9.8	D	HENDERSON RB	9.8	9.00
60	5.50AM	22.4	D-R	BOULDER CITY YL BC	22.4	8.30AM
	6.10					Daily Except Sunday
	6.40AM					

(0.50) Thru Time (0.50)
26.9 Average speed per hour 26.9

WESTWARD SAN PEDRO BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	Distance from First Street Los Angeles	Time-Table No. 3 January 16, 1949		Mile-Post
		STATIONS		
	2.8		DOWNEY ROAD YL	2.8
	3.1	DN	HOBART YL J	3.1
	3.6		L. A. JCT. RY. CROSSING YL	3.6
	5.1		P. E. CROSSING YL	5.1
15	5.8		BELL YL	5.8
77	7.4		S. P. CROSSING	7.4
	9.4		WORKMAN	9.4
13	11.2		P. E. CROSSING	11.2
	12.5	D	PARAMOUNT YL HY	12.5
61	14.3		RIOCO YL	14.3
73	14.6		DOUGLAS JCT. YL	14.6
75	17.4		P. E. CROSSING	17.4
	19.1	D	MANUEL MU	19.1
	21.7		S. P. CROSSING	21.7
	21.9		P. E. CROSSING	21.9
	22.3	DN	MEAD TFR. YL WI	22.3
	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		TERMINAL ISLAND YL	24.2
	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 "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.
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	Jordan spreaders and other machines of spreader type, when in operation.			15
DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
Inspection bus cars.		40	40	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling 5 or more cars Iron Mountain ore: Between Lund and Lynndyl. Between Lynndyl and York. Between York and Provo.			40 30 40
Diesel-electric switch engines in road service.	35	35	35	Within yard limits protected by block signals.	60	50	25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by block signals: On main line. On branch lines.	50	40 30	25 15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	Between Salt Lake City and Atwood.	15	15	15
Trains handling scale test cars: On main line. On branch lines.			30 20	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling company roadway machines on their own wheels: On straight track. On curves. On branch lines.			30 25 15	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.	20	20	20
				Wye tracks.	6	6	6
				Through tunnels.	40	40	25

PROVO SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum speed.	50	40	40	Draper			
Between Atwood and Sandy.	30	30	30	Between M.P. 778.0 and 773.5.	40	30	20
Through interlocking.	20	20	20	Cutler			
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.				Emseo spur, over No. 7 switch.			5
Midvale			12	Lehi			
All tracks except main track.				Lehi Cereal Mills.			10
Sandy				Sugar Factory trackage.			5
From M.P. 784.0 to 781.0 westward.	20	20	20	American Fork			
From M.P. 781.0 to 783.0 eastward.	20	20	20	City limits, between M.P. 767.5 and 765.8.	20	20	20
				Pleasant Grove			
				City limits, between M.P. 764.0 and 762.9.	20	20	20
				Wasatch Oil spur.			10
				Geneva Steel Plant			
				Over road crossings.			15

PROVO SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Provo City limits, between M.P. 754.8 and 751.0.	20	20	15	Juab Between M.P. 694.4 and 691.8.	40	30	25
Payson Between M.P. 733.5 and 732.9.	40	30	25	Mills Between M.P. 685.8 and 674.6.	40	30	20
Nephi City limits, between M.P. 711.8 and 710.0.	20	20	20	Lynndyl Between house track switch and stand-pipe.	5	5	5
Plaster mill spur.			10				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Sts.			5	Faust 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	Pehrson 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.				Boulter Between M.P. 703.8 and 702.1.	70	60	50
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	McIntyre Between M.P. 688.9 and 685.7	60	50	40
Between M.P. 779.6 and 779.2.	70	60	50	Jericho Between M.P. 684.5 and 682.5	60	50	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Between M.P. 681.0 and 680.5	60	50	40
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Dyer Between M.P. 679.2 and 678.9.	65	55	45
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Lynndyl Over old cinder pit on inbound round-house lead.		5	5
American Smelting and Refining Co. High Line.			15	Between M.P. 665.9 and 665.7.	70	60	50
Lake Point Between M.P. 763.3 and 762.8.	65	55	45	Strong Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	Between M.P. 653.2 and 652.9	70	60	50
Between M.P. 758.8 and 757.1.	55	45	35	Between M.P. 651.6 and 651.4	70	60	50
Erda Between M.P. 755.5 and 754.2.	60	50	40	Milford between M.P. 577.0 and 576.5.	20	20	20
Stockton Between M.P. 744.1 and 742.1	55	45	35				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Milford Between M.P. 577.0 and 576.5.	20	20	20	Brown Between M.P. 489.2 and 489.1.	50	40	30
Modena Between M.P. 502.4 and 502.0.	70	60	50	Between M.P. 488.7 and 486.8.	30	30	25
Uvada Between M.P. 499.9 and 499.7.	70	60	50	Between M.P. 486.6 and 484.5.	50	40	30
Between M.P. 498.5 and 497.6.	70	60	50	Acoma 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.	70	60	50	Between M.P. 479.4 and 479.1.	40	30	25
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 Steam engines backing up.	12	12	12
Crestline Between M.P. 492.1 and 491.9.	40	30	25	Minto Between M.P. 468.3 and 468.1.	55	45	35
Between M.P. 491.5 and 490.6.	50	40	30	Between M.P. 466.9 and 466.0.	45	35	25
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.
Eccles Between M.P. 463.9 and 461.7.	45	35	25	Hoya Between M.P. 400.5 and 399.9.	70	60	50
Between M.P. 461.7 and 461.2.	30	25	20	Between M.P. 398.6 and 397.6.	45	35	25
Between M.P. 460.3 and 460.0.	45	35	25	Rox Between M.P. 397.3 and 396.2	70	60	50
Caliente Caliente, between public crossing east of passenger station and Signal 4592.	20	20	20	Between M.P. 395.8 and 394.7	35	35	25
Between M.P. 455.9 and 454.5.	35	35	25	Between M.P. 394.2 and 394.0.	60	50	40
Etna Between Etna and M.P. 425. Streamline trains must not exceed schedule speed.		50		Moapa Between M.P. 380.9 and 380.4.	65	55	45
Between M.P. 454.5 and 430.1.	35	35	25	Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 429.2 and 429.1.	60	50	40	Ute Between M.P. 369.4 and 369.1.	70	60	50
Leith Between M.P. 428.2 and 428.0.	55	45	35	Between M.P. 364.2 and 363.9.	70	60	50
Between M.P. 427.6 and 426.4.	60	50	40	Dry Lake 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. 359.4 and 358.8.	60	50	40
Between M.P. 425.1 and 425.0.	60	50	40	Between M.P. 358.4 and 358.2.	45	40	30
Between M.P. 425.0 and 420.0. Streamline trains must not exceed schedule speed.		60		Garnet Between M.P. 357.8 and 357.3.	80	70	50
Between M.P. 424.1 and 423.2	70	60	50	Between M.P. 356.8 and 356.1.	50	40	30
Between M.P. 422.2 and 422.0.	70	60	50	Apex Between M.P. 351.1 and 350.7	70	60	50
Between M.P. 421.3 and 420.4	70	60	50	Between M.P. 350.7 and 348.4.	40	40	30
Between M.P. 420.0 and Farrier Streamline trains must not exceed schedule speed.		50		Valley Airport spur.		25	25
Between M.P. 419.6 and 419.1.	35	35	25	Wann Between M.P. 335.3 and 334.2.	20	20	20
Carp Between M.P. 418.5 and 403.7.	35	35	25	Las Vegas			

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Las Vegas Between M.P. 334.2 and 333.1.	20	20	20	Cima to Kelso 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. 329.4 and 328.0.	85	70	50	Cima to Kelso , any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30	
Arden Between M.P. 321.0 and 320.6.	65	55	45	Cima to Kelso 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.	60	40	20
Between M.P. 319.7 and 318.5.	40	40	30	Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45		
Between M.P. 317.1 and 316.5.	60	50	40	Hayden Between Signals 2359 and 2352.	20	20	20
Between M.P. 316.5 and 315.0	40	40	30	Kelso Between M.P. 231.2 and 230.9.	70	60	50
Sloan Between M.P. 315.0 and 314.6.	40	40	30	Flynn Between M.P. 226.5 and 225.0.	85	70	50
Between M.P. 313.6 and 312.6.	80	70	50	Between M.P. 223.9 and 223.5.	80	70	50
Between M.P. 312.5 and 311.7	45	40	30				
Between M.P. 309.8 and 309.3.	70	60	50				
Erie Between M.P. 302.2 and 302.0.	85	70	50				
Desert Between M.P. 282.2 and 281.8.	85	70	50				
Moore Between M.P. 272.9 and 271.9.	85	70	50				
Ivanpah Between M.P. 267.5 and 267.1.	85	70	50				
Brant Between M.P. 263.5 and 262.5.	85	70	50				

THIRD SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Basin Between M.P. 196.2 and 193.8.	60	50	40	Dunn Between M.P. 187.0 and 186.2.	70	60	50
Between M.P. 193.7 and 191.8	50	40	30	Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20
Afton Between M.P. 190.9 and 188.4	55	45	35				

FOURTH SUBDIVISION

Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	WO Tower Between M.P. 33.8 and 31.3.	30	30	25
Between M.P. 159.0 and 158.8.	15	15	15	Pomona Between M.P. 29.5 and 29.1.	70	60	50
Riverside Jct. Between M.P. 58.1 and 57.8.	20	20	20	Spadra Between M.P. 25.3 and 25.1.	70	60	50
Spring Switch M.P. 575	20	20	20	Walnut Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 56.0 and 55.4.	55	45	35	Hillgrove 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	60	50
Streeter Between M.P. 54.6 and 53.4.	60	50	40	Montebello Between M.P. 3.3 and 2.2.	25	25	20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Between M.P. 2.2 and 1.7.	15	15	15
Between M.P. 50.7 and 49.9.	70	60	50	Between M.P. 0.1 and West 0.3	35	35	25
Bly When using cross-over east of office.			10	Between West M.P. 0.3 and Pasadena Jet.	15	15	15
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Fairfield Branch		15	Blue Diamond Spur Arden to M.P. 8.		20
Eureka Branch Eureka, within city limits.		6	M.P. 8 to end of track.		12
Fillmore Branch 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.		30	Crestmore Branch Between Bly and Crestmore.		15
Cedar City Branch Cedar City Loop, over spring switch.	30	30	Anaheim Branch Between M.P. 2.0 and 2.5.		15
Cedar City, oil track No. 12, Commissary spur and freight house lead.	10	10	Between M.P. 12.0 and 13.0.		10
Iron Mountain Branch		15	San Pedro Branch Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
Pioche Branch Between M.P. 0.0 and 17.0.		25	Vernon, city limits.	12	12
Between M.P. 17.0 and 22.0.		10	Henry Ford Ave. drawbridge.	15	15
Between M.P. 22.0 and 32.7.		25	Pasadena Branch	12	12
Prince Branch		15	Glendale Branch	12	12
Mead Lake Branch Between M.P. 5.4 and 6.1.		15	Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.		
Boulder City Branch Between M.P. 11.2 and 11.5.	30	30			
Between M.P. 17.8 and 19.0.		20			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
First Subdivision				Eureka Branch Eureka	3.6		East
Small Arms Spur	779.9	64 P	West	Silver City Branch Silver City	2.4		East
Bauer	744.8	32 P	Both	Mammoth Branch Mammoth	1.6	10	Both
Clover USG Connection	732.8	Yard P	East	Cedar City Branch Kaiser Siding	22.5	48	Both
Oasis	644.4	32 P	Both	Stock Yards	29.9	50 P	East
Borden	620.9	3 P	West	Mead Lake Branch Standard Oil Co. Spur	3.1	1	East
Pumice	604.3	10 P	Both	Arrowhead	3.3	18	West
Second Subdivision				Seven Arrow Gypsum	9.3	7	East
Laho	566.6	26 P	Both	Amber	9.5	4	East
Barelay	478.7	17 P	Both	Virgin	12.8	6	Both
Little Springs	472.3	16 P	East	Glassand	13.7	21	West
Kyle	434.1	73 P	Both	Boulder City Branch Magnesium	10.5	20	Both
Gault	408.5	69 P	Both	Crestmore Branch Ennis	3.1	15	Both
Hoya Gravel Pit	401.5	64 P	Both	Ormand	3.9	14	Both
Byron	378.1	74 P	Both	Ormand Quarry	3.9	78	West
Crystal	368.6	72 P	Both	Crestmore	6.9	Yard	Both
Arrolime	353.8	31 P	Both	Anaheim Branch Gladding McBean Track	0.2	9	Both
Lovell	344.5	18 P	Both	Sunny Hills Spur	13.8	118	West
McCarran Airport Spur	342.6	P	West	Fullerton Industrial Lead	15.4	30	West
Third Subdivision				California Juice Inc.	19.1	13	West
Blue Diamond	321.8	P	West	Southern California Citrus	19.2	16	West
New Dunn	188.5	20 P	Both	Glendale Branch Taylor Milling Co.	4.2	15	West
Fourth Subdivision				Pacific Fence	5.3	4	East
Magnolia Ave.	55.2	13	East	Delay Drive	5.5	12	West
Stearns Winery	45.8	226	East	Pottery Spur	5.7	2	West
Champagne	43.5	35	Both	Westcraft, Inc.	5.8	8	West
Ballou	40.5	41	Both	Union Oil	6.1	2	East
Winery Spur	39.1	12	West	Forest Lawn	6.2	3	Both
San Antonio Meat Co.	34.1	22	East	Glendale	7.7	5	Both
Industrial Spur	27.0	38	East	Pasadena Branch Baker Spur	5.3	5	East
Fallon	21.7	9	West	Team Track	5.4	1	West
St. Helens Spur	11.1	16	West	Municipal Light Plant	8.2	8	East
Provo Subdivision				Municipal Light Plant	8.3	7	Both
Officer	38.9	77 P	Both	Lennox Furnace Co.	8.5	2	East
Burton	39.5	21	Both	Crown Fence & Supply Co.	8.6	2	West
Husler's	41.0	77 P	Both	A. C. Vroman Inc.	9.3	3	East
Bentz	42.2	7	West	Pasadena	9.8	19	Both
Cushing	47.5	27	Both	San Pedro Branch Bell Foundry Spur	8.5	3	East
Mellen Sand Spur	781.3	10	East	Rancho Los Amigos	10.0	3	East
Rideout Spur	778.0	7	East	Vernon Foundry Co.	10.2	6	West
Lehi Sugar Spur	769.1	98	East	Hollydale Spur	10.4	18	West
Utah Oil Co. Spur	765.8	2	West	Macco Corporation	11.5	15	West
Hardy Beet Spur	761.8	27	West	North Long Beach Branch North Long Beach	16.2	13 P	Both
Bunker Spur	759.9	12	East	Douglas Aircraft Spur & Wye	16.5		Both
Provo-Cutting Spur	754.8	38	East	Montana Ranch Spur	16.9	6	East
Ironton	752.3	108	East	Richfield Oil Spur	17.1	47	West
Levan	699.0	5	East	City of Long Beach Water Dept.	17.1	8	East
Soma	679.0	14 P	Both	Hancock Refinery Spur	17.2	26	East
UISCO Rock Spur	676.3	12	East	Cherry Ave. Team Track	17.2	17	East
Lemington	671.3	26 P	Both				
Fairfield Branch Dahl Spur	12.7	9	East				
Floyd Spur	17.4	9	West				
Ploche Branch Peck	6.0						
Prince Branch Atlanta	2.6	13	Both				
Mendha	4.2	3	East				
Caselton	6.5	22	East				
Prince	8.6	4	Both				
Fillmore Branch Greenwood	21.7	10	East				