

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 4

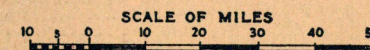
Effective Sunday,
June 12, 1949

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

D. F. WENGERT, Superintendent
Los Angeles, Cal.

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
 W. J. FOX, Trainmaster. Los Angeles, Cal.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
 N. D. NELSON, Trainmaster. Las Vegas, Nev.
 H. W. STOKER, Trainmaster. Salt Lake City, Utah
 G. H. BAKER, Trainmaster. Milford, Utah
 R. F. WEISS, 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. J. SCHNACKENBERG,
Road Foreman of Engines. Milford, Utah
 C. F. BAILEY,
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 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
 L. E. STORRS,
Asst. Chief Train Dispatcher. Salt Lake City, Utah
 J. T. WHISLER,
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

L. W. FLAHERTY,
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 EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS
ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY
D. L. GAMETTE	Medical Director	Los Angeles	Los Angeles
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 Bertram	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
Bryce J. Fairbanks	Oculist & Aurist	Salt Lake City	Salt Lake City & Vicinity
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	Victoryville	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
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Moore	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. Depot Register Room	Caliente. Depot Register Room
South Yard Office, First North Street	Caliente. Enginemen's Register Room
Salt Lake City. Freight Enginemen's Locker Room	Las Vegas. Freight Enginemen's Locker Room
Telegraph Office, Passenger Station	Las Vegas. Passenger Enginemen's Locker Room
Salt Lake City. Train Dispatcher's Office	Las Vegas. Conductor's Register Room
Salt Lake City. North Yard Telegraph Office	Las Vegas. Telegraph Office
Salt Lake City. Engineer's Register Room,	Las Vegas. Yard Office
Roundhouse, North Yard	Las Vegas. Dispatcher's Office
Salt Lake City. Switchman's Register Room, North Yard	Kelso. Telegraph Office
Provo. Joint Yard Telegraph Office	Yermo. Telegraph Office
Provo. Joint Passenger Station	Yermo. Enginemen's Locker Room
Provo. Yard Office	San Bernardino. Union Pacific Round House
Lyndyl. Telegraph Office	East Yard. Enginemen's Locker Room
Milford. Enginemen's Locker Room	East Yard. Telegraph Office
Milford. Union Station Telegraph Office	Los Angeles. Dispatcher's Office
Cedar City. Telegraph 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. 4 June 12, 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								
5.25	3.05	12.50	2.45	0.0	MT GREEN RIVER MT	817.0	A 10.35	A 11.20	A 12.50	A 11.05	
7.23	4.45	2.50	4.50	100.2	EVANSTON	917.2	8.40	9.15	11.09	9.02	
9.15	6.20	4.40	6.35	175.6	OGDEN	992.6	6.50	7.30	9.40	7.15	
9.45	6.30	5.00	7.00			0.0	6.20	7.10	9.30	6.45	
10.35	7.15	5.50	8.00	211.9	MT SALT LAKE CITY MT	36.8	5.30	6.20	8.45	5.50	
9.55	6.20	5.00	8.40		PT	784.0	4.10	5.10	7.40	4.15	
12.10	8.15	7.20	11.45	380.0	LYNDYL	665.9	1.55	2.50	5.50	1.30	
1.55	9.28	9.05	2.05	419.1	MILFORD	576.8	12.25	1.15	4.40	11.40	
2.35	9.56	9.40	3.00	454.5	LUND	541.4	11.40	12.30	4.11	10.50	
4.40	11.36	11.45	5.25	536.4	CALIENTE	459.5	9.39	10.35	2.35	8.40	
7.35	2.15	2.30	8.45	661.7	LAS VEGAS	384.2	6.50	7.40	11.55	5.30	
7.50	2.25	2.45	9.15				6.35	7.25	11.45	5.00	
11.02	5.10	6.00	1.25	882.7	YERMO	168.2	3.17	4.11	8.45	12.30	
11.25	5.28	6.25	2.00	846.1	BARSTOW	150.1	2.53	3.52	8.27	12.01	
1.30	7.25	8.35	4.30	926.9	SAN BERNARDINO	67.8	12.50	1.50	6.38	9.55	
1.40	7.33	8.45	4.40	930.4	COLTON	64.5	12.37	1.37	6.25	9.32	
1.55	7.45	9.00	5.00	937.4	RIVERSIDE	57.5	12.25	1.25	6.13	9.15	
2.15	8.03	9.23	5.28	957.1	ONTARIO	37.8	12.02	1.02	5.53	8.45	
2.23	8.11	9.32	5.40	962.9	POMONA	32.0	11.54	12.54	5.46	8.35	
A 3.20	A 9.00	A 10.40	A 7.00	996.6	PT LOS ANGELES PT	0.0	11.00	12.01	5.00	7.30	
						996.6	Daily	Daily	Daily	Daily	
(22.55)	(18.55)	(22.50)	(29.15)				(22.35)	(22.19)	(18.50)	(26.35)	
43.5	52.7	43.6	34.0				44.1	44.6	52.9	37.5	

Light figures indicate A.M. Heavy figures indicate P.M.

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	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
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. 4	
	259 Time Freight	299 Stock Special	3 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger		June 12, 1949	
								STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily			
YARD COPTWYZ	8.00PM	12.30PM					0.0	DN-R NORTH YARD YL O	
							1.1	S. L. G. & W. CROSSING YL	
							1.2	D. & R. G. W. CROSSING YL	
							2.3	WEST. PAC. CROSSING YL	
							4.4	DN BUENA VISTA BV	
YARD P			9.55PM	6.20PM	5.00PM	8.40AM	0.0	SALT LAKE CITY YL SA	
							1.3	EIGHTH SO. ST. YL	
							1.5	D. & R. G. W. CROSSING YL	
							1.7	D. & R. G. W. CROSSING YL	
122 P			10.06	6.31	5.11	8.55	4.8	DN BUENA VISTA BV	
125 PW			10.15	6.39	5.20	9.07	15.7	DN GARFIELD GF	
AI							16.8	D. & R. G. W. CROSSING	
122 P			10.19	6.43	5.24	9.15	19.6	LAKE POINT	
122 PW			10.28	6.51	5.33	9.28	27.6	ERDA	
122 PY			10.38	6.59	5.43	9.45	35.8	DN WARNER DU	
131 PW			10.46	7.05	5.51	10.00	41.4	D STOCKTON KN	
122 P			10.52	7.10	5.57	10.10	47.9	D ST. JOHN SJ	
143 PW			11.03	7.20	6.09	10.25	60.7	FAUST	
122 P			11.10	7.26	6.16	10.33	66.8	PEHRSON	
157 PW			11.19	7.34	6.25	10.42	74.1	LOFGREEN	
122 P			11.26	7.41	6.32	10.50	79.8	BOULTER	
122 PWYZ			11.34	7.46	6.40	11.00	85.4	D TINTIC U	
123 P			11.42	7.52	6.48	11.10	92.1	McINTYRE	
126 PW			11.49	7.58	6.55	11.20	98.7	JERICHO	
139 P			11.59PM	8.07	7.07	11.32	109.0	CHAMPLIN	
YARD OPTWY			12.10AM	8.15	7.20	11.45	118.1	DN LYNDYL NY	
122 P			12.17	8.21	7.27	11.53AM	125.8	STRONG	
124 186 PWY			12.30	8.28	7.35	12.08PM	134.6	DN DELTA AK	
122 P			12.39		7.44	12.20	144.1	VAN	
122 P			12.48	8.43	7.53	12.30	153.0	CLEAR LAKE	
123 P			12.53	8.47	7.58	12.35 ³⁸	158.1	NEELS	
122 P			1.04 ⁴	8.54	8.08	12.50	166.5	BLOOM	
124 P			1.12	9.00	8.17	1.00	174.4	CRUZ	
123 PW				9.08	8.28	1.15	184.6	D BLACK ROCK KO	
122 P			1.30 ²		8.38	1.30	194.3	READ	
122 P			1.35	9.19	8.43	1.37	198.9	MURDOCK	
YARD OPTWYZ	A 4.00AM	A 5.45PM	A 1.45AM	A 9.27PM	A 8.55PM	A 1.50PM	207.2	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(8.00) 25.9 (5.15) 39.4 (3.50) 54.0 (3.07) 66.5 (3.55) 52.9 (5.10) 40.1 Thru Time
 Average speed per hour

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.	FIRST CLASS				SECOND CLASS		Mile Post	Time-Table No. 4	
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight		June 12, 1949	
								STATIONS	
YARD COPTWYZ							35.3	DN-R NORTH YARD YL O	
							36.4	S. L. G. & W. CROSSING YL	
							36.5	D. & R. G. W. CROSSING YL	
I							781.3	WEST. PAC. CROSSING YL	
							779.2	DN BUENA VISTA BV	
YARD P	A 4.10AM	A 5.10AM	A 7.40AM	A 4.15PM			36.3	SALT LAKE CITY YL SA	
P							37.6	EIGHTH SO. ST. YL	
I							37.8	D. & R. G. W. CROSSING YL	
I							38.0	D. & R. G. W. CROSSING YL	
122 P	3.55	4.52	7.28	3.57			779.2	DN BUENA VISTA BV	
125 PW	3.45	4.41	7.20	3.44			768.3	DN GARFIELD GF	
AI							767.1	D. & R. G. W. CROSSING	
122 P	3.40	4.36	7.16	3.38			764.4	LAKE POINT	
122 PW	3.32	4.28	7.09	3.28			756.4	ERDA	
122 PY	3.24	4.20	7.03	3.19			748.2	DN WARNER DU	
131 PW	3.18	4.14	6.58	3.08			742.6	D STOCKTON KN	
122 P	3.12	4.08	6.53	2.59			736.1	D ST. JOHN SJ	
143 PW	3.00	3.56	6.44	2.45			723.3	FAUST	
122 P	2.54	3.50	6.39	2.37			717.2	PEHRSON	
137 PW	2.46	3.42	6.33	2.27			709.9	LOFGREEN	
122 P	2.37	3.33	6.25	2.18			704.2	BOULTER	
122 PWYZ	2.29	3.25	6.19	2.10			698.6	D TINTIC U	
123 P	2.22	3.18	6.12	2.01			691.9	McINTYRE	
126 PW	2.15	3.11	6.06	1.53			685.3	JERICHO	
139 P	2.04	3.00	5.58	1.42			675.0	CHAMPLIN	
YARD OPTWY	1.55	2.50	5.50	1.30			665.9	DN LYNDYL NY	
122 P	1.46	2.40	5.44	1.15			658.2	STRONG	
124 186 PWY	1.36	2.30	5.37	1.05			649.4	DN DELTA AK	
122 P	1.27	2.21	5.29	12.52			639.9	VAN	
122 P	1.18	2.12	5.22	12.42			631.0	CLEAR LAKE	
123 P	1.13	2.07	5.18	12.35 ³⁷			625.9	NEELS	
122 P	1.04 ³	1.58	5.11	12.24			617.5	BLOOM	
124 P	12.56	1.50	5.05	12.15			609.6	CRUZ	
123 PW	12.47	1.40	4.57	12.05PM			599.4	D BLACK ROCK KO	
122 P	12.38	1.30 ³		11.55AM			589.7	READ	
122 P	12.34	1.24	4.47	11.50			585.1	MURDOCK	
YARD OPTWYZ	12.25AM	1.15AM	4.40AM	11.40AM	1.50AM	4.30PM	576.8	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

Thru Time (3.45) 55.2 (3.55) 52.9 (3.00) 69.0 (4.35) 45.2 (8.40) 23.9 (9.00) 23.0
 Average speed per hour

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. 4	
	259 Time Freight	299 Stock Special	37 Passenger	3 Passenger	1 Passenger	103 Streamliner Passenger	June 12, 1949				
							STATIONS				
YARD OPTWYZ	3.30PM	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	2.8 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	482.9	8.2 JEAN JE			
118 P				10.06	8.36	3.30	487.7	4.8 BOBAX			
66 P				10.10	8.40	3.34	492.3	4.6 ROACH			
125 P				10.14	8.44	3.38 ³⁸	496.8	4.5 CALADA			
118 PW				10.19	8.48	3.43	501.5	4.7 DESERT			
117 P				10.26	8.53	3.48	506.5	5.0 NIPTON OH			
117 P				10.32	8.59	3.53	511.9	5.4 MOORE			
117 P			f 10.41 ¹⁰⁴	9.04	3.58	3.33	516.5	4.6 IVANPAH			
106 P				10.50	9.09	4.03	521.1	4.6 BRANT			
103 } 107 } PY				10.55	9.14	4.08	526.0	4.9 JOSHUA			
115 P				11.01	9.19	4.12	529.8	8.8 OIMA YL			
117 P				11.07	9.25	4.18	533.8	4.0 CHASE			
117 P				11.12	9.30	4.23	536.9	8.1 ELORA			
118 P				11.18	9.36	4.29	540.6	8.7 DAWES			
117 P				11.25	9.43	4.36	544.9	4.8 HAYDEN			
85 } 92 } OPWY			s 11.40	9.49	4.43	4.09	548.5	8.6 DN KELSO YL FO			
114 P				11.47	9.55	4.49	553.4	4.9 FLYNN			
117 P				11.52	9.59	4.53	558.1	4.7 KERENS			
81 P				11.56PM	10.03		562.1	4.0 GLASGOW			
106 PW				12.01AM	10.07	5.03	566.4	4.8 SANDS			
117 P				12.07			572.1	5.7 BALOH			
117 P				12.14	10.18	5.14	579.7	7.6 ORUCERO			
126 P				12.20	10.25	5.21	587.1	7.4 BASIN			
70 P				12.27	10.31	5.28	592.5	5.4 AFTON			
125 P				12.34	10.36	5.33	596.7	4.2 DUNN			
117 P				12.40		5.38	601.6	4.9 FIELD			
117 P				12.45 ³⁸	10.44	5.43	606.2	4.6 MANIX			
117 PW				12.55		5.48	610.7	4.5 HARVARD			
115 P				1.00	10.53	5.53	615.7	5.0 TOOMEY			
YARD OPTWY	A 12.25AM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	620.8	5.1 DN-R YERMO YL BN			

CENTRALIZED TRAFFIC CONTROL

(8.55) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.2 31.1 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	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 4	
	38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	260 Time Freight	256 Time Freight		June 12, 1949	
								STATIONS	
YARD OPTWYZ	A 5.00AM	A 6.35PM	A 7.25PM	A 11.45PM	A 12.45PM	A 3.30AM	834.2	DN-R LAS VEGAS YL VG	
117 P	4.44	6.28	7.19	11.33			829.8	4.9 BRACKEN	
Y							827.0	2.8 BOULDER JCT.	
107 PW	f 4.35	6.22	7.13	11.28			822.5	4.5 ARDEN A	
104 P	f 4.22	6.13	7.04	11.20			815.0	7.5 SLOAN SX	
115 P	4.10	6.07	6.58	11.14			809.3	5.7 ERIE	
116 P	s 3.59	5.59	6.50	11.07			801.1	8.2 JEAN JE	
118 P	3.50	5.54	6.45	11.03			296.8	4.8 BOBAX	
66 P	3.45	5.50	6.41				291.7	4.6 ROACH	
125 P	3.38 ¹	5.46	6.37	10.56			287.2	4.5 CALADA	
118 PW	3.30	5.42	6.33				282.5	4.7 DESERT	
117 P	f 3.23 ¹⁰³	5.37	6.28	10.49			277.5	5.0 NIPTON CH	
117 P	3.14	5.32	6.23	10.45			272.1	5.4 MOORE	
117 P	f 3.09	5.27	6.19	10.41 ³⁷			267.5	4.6 IVANPAH	
117 P	3.00	5.22	6.15	10.37			262.9	4.6 BRANT	
106 P	2.55	5.17	6.11	10.33			258.0	4.9 JOSHUA	
103 } 107 } PY	f 2.50	5.13	6.07	10.29			254.2	8.8 OIMA YL	
115 P	2.40	5.04	5.58	10.22			250.2	4.0 CHASE	
117 P	2.30	4.57	5.51	10.15			247.1	8.1 ELORA	
118 P	2.20	4.49	5.43	10.08			243.4	8.7 DAWES	
117 P	2.10	4.41	5.35	10.01			239.1	4.8 HAYDEN	
85 } 92 } OPWY	s 2.00	s 4.33	5.27	9.53			235.5	8.6 DN KELSO YL FO	
114 P	1.43	4.25	5.19	9.46			230.6	4.9 FLYNN	
117 P	1.38	4.20	5.14	9.41			225.9	4.7 KERENS	
81 P	1.33	4.16	5.10	9.37			221.9	4.0 GLASGOW	
106 PW	1.27	4.12	5.06	9.33			217.6	4.8 SANDS	
117 P	1.21			9.29			211.9	5.7 BALOH	
117 P	1.15	4.00	4.54	9.23			204.3	7.6 ORUCERO	
126 P	1.08	3.53	4.47	9.17			196.9	7.4 BASIN	
70 P	1.01	3.46	4.40	9.11			191.5	5.4 AFTON	
125 P	12.55	3.40	4.34	9.07			187.3	4.2 DUNN	
117 P	12.50			9.03			182.4	4.9 FIELD	
117 P	12.45 ³⁷	3.32	4.26	8.59			177.8	4.6 MANIX	
117 PW				8.55			173.3	4.5 HARVARD	
115 P	12.37	3.24	4.18	8.51			168.3	5.0 TOOMEY	
YARD OPTWY	12.30AM	3.17PM	4.11PM	8.45PM	6.05AM	8.50PM	163.2	5.1 DN-R YERMO YL BN	

CENTRALIZED TRAFFIC CONTROL

Thru Time (4.30) (3.18) (3.14) (3.00) (6.40) (6.40)
Average speed per hour 38.0 51.8 52.9 57.0 25.6 25.6

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

Car capacity of sidings, etc. See Rule 6(A), Page 13	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 4	
	299 Stock Special		259 Time Freight		3 Passenger		103 Streamliner Passenger			37 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		June 12, 1949	
YARD OPTWY		7.45AM	1.00AM	11.02AM	6.00AM	5.10AM	1.25AM	620.8	STATIONS		
IP				11.10AM	6.10AM	5.18AM	1.35AM	625.4	DN-R YERMO YL BN 4.6		
				s 11.25AM	s 6.25	s 5.28	s 2.00	684.2	DN DAGGETT H 8.8		
				s 1.30PM	s 8.35	s 7.25	s 4.30	715.0	BARSTOW BA 80.8		
				1.40	8.45	7.33	s 4.40	718.5	SAN BERNARDINO B 3.5		
IP				1.50PM	8.55AM	7.43AM	4.50AM	724.8	COLTON 6.3		
YARD P		1.35PM	9.55AM	s 1.55	s 9.00	7.45	s 5.00	725.5	S. P. and A. T. & S. F. Crossings		
AI								727.8	RIVERSIDE JCT. YL 0.7		
124 P		2.00 ³	10.04	2.00 ²⁹⁹	9.06	7.50	5.06	729.2	DN-R RIVERSIDE YL 2.3		
113 YP								730.0	P. E. CROSSING 1.4		
122 YP								734.7	STREETER 0.8		
122 P		2.15	10.15	2.08	9.15	7.57	s 5.15	737.4	ARLINGTON 4.7		
I								744.9	BLY 2.7		
120 PW		2.27	10.30	2.15	9.23	8.03	s 5.28	745.2	DN MIRA LOMA V 7.5		
SPUR P								747.5	S. P. CROSSING 0.8		
68 IP		2.35	10.40	2.21	9.30	8.09	5.35	750.0	DN ONTARIO YL RA 2.3		
48 P				s 2.23	9.32	8.11	s 5.40	751.0	SUNSWEEP 2.5		
118 P		2.42	10.46		9.37	8.15	5.45	754.1	DN WO TOWER WO 1.0		
122 P		2.48	10.52	2.31	9.42	8.18	5.50	758.6	S. P. Crossing 1.0		
121 PW		2.58	11.02 ²⁵⁶	2.37	9.50	8.23	5.57	766.0	DN POMONA YL PO 3.1		
P								772.1	SPADRA 4.5		
118 P		3.09	11.12	2.44	9.58	8.29	s 6.06	772.7	D WALNUT WA 7.4		
67 P		3.14	11.29AM ⁴	2.46	10.00	8.31	s 6.15	774.5	DN HILLGROVE BG 6.1		
				s 2.55	s 10.10	s 8.40	s 6.30	777.8	WHITTIER JCT. YL 0.6		
YARD OPTWYZ		A 3.30PM	A 11.55AM					777.4	DN PICO YL K 1.8		
P				3.01	10.16	8.44	6.37	780.2	D MONTEBELLO MK 2.8		
I				3.05	10.20	8.47	6.42	781.8	EAST LOS ANGELES YL * 0.1		
I								788.0	DN-R EAST YARD YL D 2.8		
I				3.13	10.27	8.53	6.50	788.9	DOWNEY ROAD YL 1.1		
I								784.0	NINTH ST. JCT. YL 1.7		
IP				A 3.20PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7	FIRST ST. YL 0.9		
									PASADENA JCT. YL 0.1		
									A. T. & S. F. Csg. (Mission Tower) 0.7		
									DN-R LOS ANGELES UD (Union Station) 0.7		

(7.45)	(10.55)	(4.18)	(4.40)	(3.50)	(5.35)	Thru Time
20.2	14.3	38.1	35.1	42.8	29.0	Average speed per hour

DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

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.

FOURTH SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 4	
	4 Passenger		2 Passenger		104 Streamliner Passenger			38 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily
YARD OPTWY							163.2	STATIONS	
IP							158.6	DN-R YERMO YL BN 4.6	
							150.1	DN DAGGETT H 8.5	
							150.1	BARSTOW BA 82.8	
							67.8	SAN BERNARDINO B 2.8	
							64.5	COLTON 6.3	
IP							58.2	S. P. and A. T. & S. F. Crossings	
YARD P							57.5	RIVERSIDE JCT. YL 0.7	
AI							55.2	DN-R RIVERSIDE YL 2.3	
124 P							58.8	P. E. CROSSING 1.4	
113 YP							58.0	STREETER 0.8	
122 YP							48.8	ARLINGTON 4.7	
122 P							45.6	BLY 2.7	
I							88.1	DN MIRA LOMA V 7.5	
120 PW							87.8	S. P. CROSSING 0.8	
SPUR P							85.5	DN ONTARIO YL RA 2.3	
68 IP							88.0	SUNSWEEP 2.5	
48 P							82.0	DN WO TOWER WO 1.0	
118 P							28.9	S. P. Crossing 1.0	
122 P							24.4	DN POMONA YL PO 3.1	
121 PW							17.0	SPADRA 4.5	
P							10.9	D WALNUT WA 7.4	
118 P							10.8	DN HILLGROVE BG 6.1	
67 P							8.5	WHITTIER JCT. YL 0.6	
							5.7	DN PICO YL K 1.8	
YARD OPTWYZ							5.6	D MONTEBELLO MK 2.8	
P							2.8	EAST LOS ANGELES YL * 0.1	
I							1.7	DN-R EAST YARD YL D 2.8	
I							0.0	DOWNEY ROAD YL 1.1	
I								NINTH ST. JCT. YL 1.7	
I								FIRST ST. YL 0.9	
IP								PASADENA JCT. YL 0.1	
								A. T. & S. F. Csg. (Mission Tower) 0.7	
								DN-R LOS ANGELES UD (Union Station) 0.7	

.....	(4.15)	(4.10)	(3.45)	(4.55)	(9.30)	(8.25)
.....	38.8	39.6	44.0	33.6	16.5	18.7

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

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				Time-Table No. 4 June 12, 1949				SECOND CLASS			
Car Capacity of sidings, etc. See Rule 6(A) Page 13.	Distance from Salt Lake City	305 Mixed Daily		Mile Post	STATIONS	Mile Post	306 Mixed Daily		STATIONS	Mile Post	
		YARD ^{COPTWYZ}	0.0				3.00AM				36.3
P	1.3	3.15		37.6	YL		10.55				
IP	2.1			38.4	YL						
47 P	3.4	f 3.35		39.7	YL						
60 PW	7.3	3.40		43.6	FN		f 10.40				
P	7.9			44.2	YL		10.35				
AI	9.6			45.9	YL						
AI	11.4			47.7	YL						
102 P	12.3	f 3.50		48.6	YL		f 10.20				
48 PW	12.6	s 4.20		48.9	YL		s 10.10				
ws 73 es 70 P	17.1	f 4.50		782.9	A		f 9.50				
73 PWY	24.5	f 5.20		775.5			f 9.30				
31 P	29.0	f 5.40		771.0			f 9.20				
45 P	30.5	f 6.00		769.5			f 9.00				
73 P	33.5	f 6.20		766.5			f 8.40				
73 P	36.5	f 6.30		763.5			f 8.20				
AI	42.0			758.0							
YARD ^{COPTWYZ}	42.7	s 8.00		757.3			s 8.00				
25 P	47.3	f 8.10		752.7			f 6.25				
29 P	52.0	s 8.30		748.0			f 6.15				
52 P	55.6	f 8.35		744.4			f 6.00				
55 PW	58.4	s 9.00		741.6			f 5.50				
52 P	63.2	f 9.20		736.8			f 5.32				
60 P	69.3	f 9.30		730.7			f 5.25				
125 PW	72.0	f 9.50		728.0			f 5.10				
41 P	78.0	f 10.05		722.0			f 4.55				
52 PY	83.3	s 10.40		716.7			s 4.40				
53 P	89.2	f 11.00		710.8			f 4.10				
75 P	96.4	f 11.20		703.6			f 3.50				
52 PW	103.7	f 11.40AM		696.3			f 3.25				
60 P	110.7	f 12.05PM		689.3			f 2.55				
60 P	118.9	f 12.40		681.1			f 2.10				
YARD ^{OPTWY}	130.1	A 1.00PM		669.9			2.00PM				
	134.1			665.9							
							Daily				

(10.00) Thru Time..... (9.15)
13.4 Average speed per hour..... 14.5

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

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

Rule 6		Rule 6(A)	
The following letters placed before figures of a schedule indicate:		The following letters placed in column with station name in time-table indicate:	
s —regular stop;	R —train register;		
f —flag stop to receive or discharge traffic;	N —night operator;	YL—yard limits.	
A—arrive.	DN—day and night operator;		
	The following letters placed in columns provided in time-table indicate:		
	Y —wye;		
	Z —track scales;		
	AI —automatic interlocking signals;		
	CS —center siding;		
	ES —eastward siding;		
	WS —westward siding;		
	RCS—remote control switch.		

Westward FAIRFIELD BRANCH Eastward				Westward POCHE BRANCH Eastward				Westward FILLMORE BRANCH Eastward			
Time-Table No. 4 June 12, 1949				SECOND CLASS Time-Table No. 4 June 12, 1949				SECOND CLASS Time-Table No. 4 June 12, 1949			
Car capacity of sidings, etc. See Rule 6(A) Page 13.	Mile Post	403 Local Freight Daily Except Sunday		Mile Post	STATIONS	Mile Post	404 Local Freight Daily Except Sunday		Mile Post	STATIONS	Mile Post
		73 PW Y	0.0				6.30AM				
15	4.9	7.20		14.5	YL		12.30PM				
20	4.9	8.45AM		14.5	YL		11.00AM				
16	20.3			32.7	RM						
	23.6										

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

(2.15) Thru Time..... (2.45)
14.0 Average speed per hour..... 11.9

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				
Time-Table No. 4 June 12, 1949						Time-Table No. 4 June 12, 1949				
Car capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS 417 Local Freight Daily Except Sunday	FIRST CLASS 301 Mixed Daily	Mile Post	STATIONS	Mile Post	FIRST CLASS 302 Mixed Daily	SECOND CLASS 418 Local Freight Daily Except Sunday	Mile Post	STATIONS	Mile Post
75 P	2.25	4.20	9.4	YL	9.4	10.40	11.20AM			
Yard PWYZ	3.07	4.45	11.6	GS	21.0	10.15	10.50			
20 P	3.20	4.55	25.2	YL	25.2	10.05	10.20			
Loop 43 OPW	A 3.45PM	A 5.30AM	32.5	OD	32.5	9.45PM	10.00AM			

(1.45) (1.30) Thru Time..... (1.15) (2.05)
18.2 21.6 Average speed per hour..... 26.0 15.6

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.

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

The following letters placed in columns provided in time-table indicate:
Y —wye;
Z —track scales;
AI —automatic interlocking signals;
CS —center siding;
ES —eastward siding;
WS —westward siding;
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. 4 June 12, 1949		Mile-Post
		STATIONS		
P	0.0			0.0
		WHITTIER JCT. YL		
		2.3		
18	2.3	D	WHITTIER YL WR	2.3
		4.6		
	6.9		PAC. ELEC. CROSSING	6.9
		2.8		
	9.7		LA HABRA HA	9.7
		0.8		
	10.5		PAC. ELEC. CROSSING	10.5
		8.3		
6	18.8		SUNNY HILLS	18.8
		1.7		
I	15.5		A. T. & S. F. CROSSING	15.5
		1.8		
11	17.3	D	FULLERTON RN	17.3
		2.7		
40	20.0	D	ANAHEIM YL MN	20.0
		20.0		

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Distance from Boulder Jct.	Time-Table No. 4 June 12, 1949		Mile-Post
		STATIONS		
YP	0.0			0.0
		BOULDER JCT.		
		9.8		
60	6.10	D	HENDERSON RB	9.8
		12.6		
YARD PY	22.4	D-R	BOULDER CITY YL BC	22.4
		22.4		
		(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. 4 June 12, 1949		Mile-Post
		STATIONS		
YARD OPTWYZ				
Tfr	IP			
		EAST YARD YL D		
		3.1		
	I			
		HOBART YL J		
		3.6		
	AI			
		L. A. JCT. RY. CROSSING YL		
		5.1		
15	P			
77				
		P. E. CROSSING YL		
		5.8		
	AI			
		BELL YL		
		7.4		
		S. P. CROSSING		
		9.4		
13				
		WORKMAN		
		11.2		
	AI			
		P. E. CROSSING		
		12.5		
61	P			
		PARAMOUNT YL HY		
		14.8		
73				
75	P			
		RIOCO YL		
		14.8		
		DOUGLAS JCT. YL		
		14.6		
	I			
		P. E. CROSSING		
		17.4		
		D. MANUEL MU		
		19.1		
96	P			
		S. P. CROSSING		
		21.7		
	I			
		P. E. CROSSING		
		21.9		
		D. MEAD TFR. YL WI		
		22.8		
YARD	P			
		HENRY FORD BLV. DRAWBRIDGE YL		
		23.2		
	I			
		TERMINAL ISLAND YL		
		24.2		
YARD	PWY			
		EAST SAN PEDRO YL		
		25.9		
YARD	P			
		28.1		

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

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.
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	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 continuous 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 continuous block signals. On main line. On branch lines.	50	40	25 30 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 main line: 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

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

PROVO SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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							
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							
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.	Frnt.		Str.	Psgr.	Frnt.
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.		50		Moapa Between M.P. 380.9 and 380.4.	65	55	45
Streamline trains must not exceed schedule time.				Between M.P. 379.6 and 379.2.	60	50	40
Between M.P. 454.5 and 430.1.	35	35	25	Ute Between M.P. 369.4 and 369.1.	70	60	50
Between M.P. 429.2 and 429.1.	60	50	40	Between M.P. 364.2 and 363.9.	70	60	50
Leith Between M.P. 428.2 and 428.0.	55	45	35	Dry Lake Between M.P. 362.5 and 362.2.	60	50	40
Between M.P. 427.6 and 426.4.	60	50	40	Between M.P. 359.4 and 358.8.	60	50	40
Between M.P. 426.2 and 425.5.	55	45	35	Between M.P. 358.4 and 358.2.	45	40	30
Between M.P. 425.1 and 425.0.	60	50	40	Garnet Between M.P. 357.8 and 357.3.	80	70	50
Between M.P. 425.0 and 420.0.		60		Between M.P. 356.8 and 356.1.	50	40	30
Streamline trains must not exceed schedule time.				Apex Between M.P. 351.1 and 348.4.	40	40	30
Between M.P. 424.1 and 423.2.	70	60	50	Valley Airport spur.		25	25
Between M.P. 422.2 and 422.0.	70	60	50	Wann Between M.P. 335.3 and 334.2.	20	20	20
Between M.P. 421.3 and 420.4.	70	60	50	Las Vegas			
Between M.P. 420.0 and Farrier Streamline trains must not exceed schedule time.		50					
Between M.P. 419.6 and 419.1.	35	35	25				
Carp Between M.P. 418.5 and 403.7.	35	35	25				

THIRD SUBDIVISION							
Las Vegas Between M.P. 334.2 and 333.1.	20	20	20	Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45		
Arden Between M.P. 321.0 and 320.6.	65	55	45	Hayden Between Signals 2359 and 2352.	20	20	20
Between M.P. 319.7 and 318.5.	40	40	30	Kelso Between M.P. 231.2 and 230.9.	70	60	50
Between M.P. 317.1 and 315.0.	40	40	30	Flynn Between M.P. 223.9 and 223.5.	80	70	50
Sloan Between M.P. 315.0 and 314.6.	40	40	30	Basin Between M.P. 196.2 and 193.8.	60	50	40
Between M.P. 313.6 and 312.6.	80	70	50	Between M.P. 193.7 and 191.8.	50	40	30
Between M.P. 312.5 and 311.7.	45	40	30	Afton Between M.P. 190.9 and 188.4.	55	45	35
Between M.P. 309.8 and 309.3.	70	60	50	Dunn Between M.P. 187.0 and 186.2.	70	60	50
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	Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20
Cima to Kelso , any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30					
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				

FOURTH SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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. 57.5	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	East Yard Between M.P. 3.3 and 1.7.	25	25	20
Arlington Between M.P. 52.3 and 51.8.	65	55	45	Between M.P. 0.1 and West 0.3.	35	35	25
Between M.P. 50.7 and 49.9.	70	60	50	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Mira Loma S. P. Crossing M.P. 38.1.	30	30	25	Between Pasadena Jct. 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.		5	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 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.	12	12
Mead Lake Branch Between M.P. 5.4 and 6.1.		15			
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				Silver City Branch Silver City	2.4	1.94 Mi.	East
Small Arms Spur	779.9	64 P	West	Mammoth Branch Mammoth Jct. to Mammoth Mine		3.66 Mi.	East
Bauer	744.8	32 P	Both	Mammoth Mine to Grand Central Mine	1.6	0.42 Mi.	East
Clover USG Connection	732.8	Yard P	East	Mammoth		10	Both
Oasis	644.4	32 P	Both	Cedar City Branch Kaiser Siding	22.5	48	Both
Borden	620.9	3 P	West	Stock Yards	29.9	50 P	East
Pumice	604.3	14 P	Both	Mead Lake Branch Standard Oil Co. Spur	3.1	1	East
Second Subdivision				Arrowhead	3.3	18	West
Laho	566.6	25 P	Both	Seven Arrow Gypsum	9.3	7	East
Barelay	478.7	16 P	Both	Amber	9.5	4	East
Little Springs	472.3	16 P	East	Virgin	12.8	6	Both
Galt	408.5	66 P	Both	Glassand	13.7	21	West
Hoya Gravel Pit	401.5	64 P	Both	Boulder City Branch Magnesium	10.5	20	Both
Arrolime	353.8	31 P	Both	Crestmore Branch Ennis	3.1	15	Both
Lovell	344.5	18 P	Both	Ormand	3.9	14	Both
McCarran Airport Spur	342.6	P	West	Ormand Quarry	3.9	78	West
Third Subdivision				Crestmore	6.9	Yard	Both
Cinderline Spur	330.1	19 P	East	Anaheim Branch Gladding McBean Track	0.2	9	Both
Blue Diamond	321.8	P	West	Sunny Hills Spur	13.8	118	West
Basin Gravel Pit	196.9	117	East	Fullerton Industrial Lead	15.4	30	West
New Dunn	188.5	20 P	Both	California Juice Inc.	19.1	13	West
Fourth Subdivision				Southern California Citrus	19.2	16	West
Magnolia Ave.	55.2	13	East	Glendale Branch Taylor Milling Co.	4.2	15	West
Stearns Winery	45.8	226	East	Pacific Fence	5.3	4	East
Champagne	43.5	45	Both	Delay Drive	5.5	12	West
Ballou	40.5	41	Both	Pottery Spur	5.7	2	West
Winery Spur	39.1	12	West	Westcraft, Inc.	5.8	8	West
San Antonio Meat Co.	34.1	22	East	Union Oil	6.1	2	East
Industrial Spur	27.0	38	East	Forest Lawn	6.2	3	Both
Fallon	21.7	9	West	Glendale	7.7	5	Both
St. Helens Spur	11.1	16	West	Pasadena Branch Baker Spur	5.3	5	East
Provo Subdivision				Team Track	5.4	1	West
Officer	38.9	77 P	Both	Municipal Light Plant	8.2	8	East
Burton	39.5	21	Both	Municipal Light Plant	8.3	7	Both
Husler's	41.0	77 P	Both	Lennox Furnace Co.	8.5	2	East
Walton	41.1	10	West	Crown Fence & Supply Co.	8.6	2	West
Bentz	42.2	7	West	A. C. Vroman Inc.	9.3	3	East
Fire Clay	42.9	4	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
Mount Gravel Pit	775.5	41	Both	Hollydale Spur	10.4	18	West
Lehi Sugar Spur	769.1	98	East	Macco Corporation	11.5	15	West
Utah Oil Co. Spur	765.8	2	West	Auto Lite Battery	11.6	19	East
Hardy Beet Spur	761.8	27	West	Ohio Rubber Co.	13.2	26	West
Bunker Spur	759.9	12	East	Export Petroleum Spur	13.5	20	West
Provo-Cutting Spur	754.8	38	East	Richfield Oil Co.	13.8	36	East
Ironton	752.3	108	East	Export Petroleum Spur	14.1	20	East
Levan	699.0	5	East	Champion Gasoline Co.	14.4	19	West
Soma	679.0	14 P	Both	North Long Beach Branch North Long Beach	16.2	13 P	Both
UISCO Rock Spur	676.3	12	East	Douglas Aircraft Spur & Wye	16.5		Both
Lemington	671.3	26 P	Both	Montana Ranch Spur	16.9	6	East
Fairfield Branch Dahl Spur	12.7	9	East	Richfield Oil Spur	17.1	47	West
Floyd Spur	17.4	9	West	City of Long Beach Water Dept.	17.1	8	East
Pioche Branch Peck	6.0			Hancock Refinery Spur	17.2	26	East
Prince Branch Atlanta	2.6	13	Both	Cherry Ave. Team Track	17.2	17	East
Mendha	4.2	3	East				
Casleton	6.5	22	East				
Prince	8.6	4	Both				
Fillmore Branch Greenwood	21.7	10	East				
Eureka Branch Eureka	3.6	3.66 Mi.	East				