

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 1

Effective Sunday,
February 29, 1948

at 12:01 A. M.

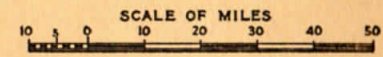
Mountain Time East of Caliente
Pacific Time West of Caliente

Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION

CORRECTED TO FEB. 1, 1948.



Westward FAIRFIELD BRANCH Eastward				Westward PIOCHE BRANCH Eastward				Westward PRINCE BRANCH Eastward				
Time-Table No. 1 February 29, 1948				Time-Table No. 1 February 29, 1948				Time-Table No. 1 February 29, 1948				
STATIONS				STATIONS				STATIONS				
73 PW	R	CUTLER YL	0.0	Yard OPTWY	7.30AM	DN-R CALIENTE YL CS	0.0	A 4.45PM	16 WT	D	PIOCHE YL RM	0.0
15		OLINTON	4.9			PEOK	6.0				PRINCE JCT.	0.0
		DAHL (Spur)	12.7	26	8.20	PANACA	14.5	3.30	7		ATLANTA	2.6
		FLOYD (Spur)	17.4	w		WATER TANK	20.4				MENDHA (Spur)	4.1
20		FAIRFIELD	20.3			DELMUES (Spur)	21.4		4 zw		CASELTON	6.5
16		5 MILE PASS	23.6	16 WT	A 9.45AM	PIOCHE YL RM	32.7	2.00PM			PRINCE	8.6
			23.6					Daily Except Sunday				

Car capacity of sidings, etc. See Rule 6(A) Page 24.
 Car capacity of sidings, etc. See Rule 6(A) Page 24.
 Car capacity of sidings, etc. See Rule 6(A) Page 24.

(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. See Rule S-72.

Westward CEDAR CITY BRANCH Eastward				Westward IRON MOUNTAIN BRANCH Eastward			
Time-Table No. 1 February 29, 1948				Time-Table No. 1 February 29, 1948			
STATIONS				STATIONS			
123	189 OPWY	3.00PM	DN-R LUND YL UN	0.0	A 1.05PM	D-R IRON SPRINGS YL GS	0.0
75	P	3.25	AVON	0.4	12.20PM	Yard	14.7
	Yard PWYZ	4.07	D-R IRON SPRINGS YL GS	21.0	11.50AM	PT Yard	
20	P	4.20	HALIVAH	26.2	11.20		
	P		STOOK YARDS YL (Spur)	29.9			
43	Loop OPW	A 4.45PM	DN-R CEDAR CITY YL OD	32.5	11.00AM		

Car capacity of sidings, etc. See Rule 6(A) Page 24.
 Car capacity of sidings, etc. See Rule 6(A) Page 24.

(1.45) Thru Time..... (2.05)
 18.2 Average speed per hour..... 15.6
 Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

Westward FILLMORE BRANCH Eastward			Westward EUREKA BRANCH Eastward			Westward SILVER CITY BRANCH Eastward			Westward MAMMOTH BRANCH Eastward								
Time-Table No. 1 February 29, 1948			Time-Table No. 1 February 29, 1948			Time-Table No. 1 February 29, 1948			Time-Table No. 1 February 29, 1948								
STATIONS			STATIONS			STATIONS			STATIONS								
47 PW	96 Y	DN	DELTA YL	AK	0.0	84 OPW	72 YZ	DN	TINTIC YL	U	0.0	84 OPW	72 YZ	DN	TINTIC YL	U	0.0
			GREENWOOD (Spur)		21.7				TINTIC WYE YL		0.8				TINTIC WYE YL		0.8
			FILLMORE YL	FI	32.2				MAMMOTH JCT. YL		1.6				SILVER CITY YL		2.4
									EUREKA YL		3.6						

Car capacity of sidings, etc. See Rule 6(A) Page 24.
 Car capacity of sidings, etc. See Rule 6(A) Page 24.
 Car capacity of sidings, etc. See Rule 6(A) Page 24.

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

WESTWARD				FIRST SUBDIVISION				EASTWARD			
SECOND CLASS				Time-Table No. 1 February 29, 1948				SECOND CLASS			
93 Local Freight				305 Mixed				306 Mixed			
Daily				Daily				Daily			
STATIONS				STATIONS				STATIONS			
YARD COPTWZ			4.00PM	7.30AM	0.0	DN	SALT LAKE CITY YL	SA	36.3	A 1.45PM	A 10.50PM
			4.10	7.45	1.3	R	EIGHTH SOUTH ST. YL	YL	37.6	1.30	10.40
					2.1	D.	R. G. W. CROSSING YL	YL	38.4		
77			4.15	7.50	2.6		OFFICER YL	YL	38.9	1.20	10.35
					3.4	D.	R. G. W. CROSSING YL	YL	39.7		
77	P		4.20	7.56	4.7		HUSLER'S YL	YL	41.0	1.10	10.28
47	P		4.30	8.10	7.3	DN	MURRAY YL	FN	43.6	1.00	10.20
60	PW		4.35	8.13	7.9		PALLAS YL	YL	44.2	12.55	10.15
					9.6		ATWOOD YL	YL	45.9	12.40	10.10
					11.2		CUSHING	YL	47.5		
					12.3	D.	R. G. W. CROSSING	YL	48.6		
102	P		4.50	8.25	12.6		SANDY	YL	48.9	12.30	10.00
48	PW		5.15	9.05	17.1	D	DRAPER	YL	782.9	12.15PM	9.50
73	PWY		5.35	9.25	24.5		MOUNT	YL	775.5	11.40AM	9.30
			5.55	9.35	29.0		CUTLER YL	YL	771.0	11.25	9.10
31	P		6.05	9.50	30.5	D	LEHI YL	HI	769.5	11.15	8.58
45	P		6.20	10.25	33.5	D	AMERICAN FORK	AF	766.5	11.05	8.50
73	P		6.30	10.50 ³⁰⁶	36.5	D	PLEASANT GROVE	GO	763.5	10.50 ³⁰⁵	8.40
					40.9		VINEYARD	YL	759.1	10.35	
73	P		6.55	11.00AM	42.0	D	GENEVA	YL	758.0	10.25	8.20
					42.7	D.	R. G. W. CROSSING	YL	757.3		
YARD COPTWZ			7.30 ⁹⁴	1.00PM	47.3	DN-R	PROVO YL	VO	752.7	10.15	8.00
			8.30				SPRINGVILLE	YL	748.0	9.00	7.00
25			8.40	1.10	52.0	D	SPANISH FORK	SF	744.4	8.47	6.51
29	P		8.50	1.20	55.6		BENJAMIN	YL	741.6	8.40	6.45
52	P		8.57	1.27	58.4	D	PAYSON	ON	736.8	8.30	6.30
55	PW		9.10	1.44	63.2		SANTAQUIN	YL	730.7	8.11	6.18
52	P		9.25	1.57	69.3		YORK	YL	728.0	8.05	6.12
60	P		9.32	2.03	72.0		STARR	YL	722.0	7.50	5.58
51	PW		9.50	2.15	78.0		MONA	YL	718.4	7.40	5.40
			10.00	2.22	81.6		BURRISTON	YL	716.7	7.35	5.36
41	P		10.05	2.26	83.3	DN	NEPHE	NI	710.8	7.15	5.24
52	PWY		10.30	3.00	89.2		SHARP	YL	703.6	6.45	5.09
53	P		10.50	3.15	96.4		JUAB	YL	696.3	6.20	4.54
75	P		11.05	3.30	103.7		MILLS	YL	689.3	6.02	4.36
52	PW		11.20	3.45	110.7		PARLEY	YL	681.1	5.43	4.11 ³⁰⁵
60	P		11.40	4.11 ⁹⁴	118.0		SOMA	YL	679.0	5.35	4.05
			11.47PM	4.19	121.0		LEAMINGTON	YL	671.3	5.15	3.44
26	P		12.05AM	4.39	128.7		MAACK	YL	669.9	5.10	3.40
60	P		12.10	4.44	130.1		LYNN DYL YL	NY	665.9	5.00AM	3.30PM
YARD OPTWY			A 12.30AM	4.55PM	134.1						
							(134.1)		Daily	Daily	

Car Capacity of sidings, etc. See Rule 6(A) Page 24.
 Distance from Salt Lake City

(8.30) (9.25) Thru Time..... (8.45) (7.20)
 15.7 13.2 Average speed per hour..... 15.3 18.3
 Eastward trains are superior to trains of the same class in the opposite direction. See Rule S-72.

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Table with columns for Car Capacity of sidings, etc., Time Freight, Stock Special, Time Freight, Passenger, Streamliner Passenger, Passenger, Passenger, Distance from Salt Lake City, and Stations. Includes sub-headers for Second Class and First Class.

Summary table with columns for (4.00) 28.6, (4.35) 25.7, (3.15) 36.3, (4.10) 28.3, (2.15) 52.4, (1.55) 61.6, (2.10) 54.5, (3.05) 38.3, Thru Time, and Average speed per hour.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72. The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Table with columns for Car Capacity of sidings, etc., Time-Table No. 1, Mile Post, Passenger, Streamliner Passenger, Passenger, Time Freight, Time Freight, Time Freight, Time Freight, and Stations. Includes sub-headers for First Class and Second Class.

Summary table with columns for Thru Time, (2.25) 48.8, (2.25) 48.8, (1.51) 63.8, (3.00) 39.3, (4.30) 26.2, (4.30) 26.2, (4.30) 26.2, (4.45) 24.8, and Average speed per hour.

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class and No. 299 is superior to eastward trains of the same class. See Rule S-72. The time of No. 103 and No. 104 must be cleared not less than five minutes by Nos. 1, 2, 3, 4, 37 and 38 and not less than fifteen minutes by second-class, extra trains and yard engines.

WESTWARD

THIRD SUBDIVISION

Table with columns for Car Capacity, Time Freight, Stock Special, Streamliner Passenger, and Passenger classes (1, 37, 3). Includes stations like LYNN DYL, OLINE, STRONG, DELTA, OASIS, VAN, MIRAGE, CLEAR LAKE, NEELS, BORDEN, BLOOM, CRUZ, PUMICE, BLACK ROCK, MALONE, READ, MURDOCK, KIPP, MILFORD.

Time-Table No. 1 February 29, 1948

STATIONS

BLOCK SIGNALS

89.1

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

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

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

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

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

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

THIRD SUBDIVISION

EASTWARD

Table with columns for Car Capacity, Time Freight, Passenger classes (4, 2, 104, 38), and Second Class (258, 254, 260, 256). Includes stations like LYNN DYL, OLINE, STRONG, DELTA, OASIS, VAN, MIRAGE, CLEAR LAKE, NEELS, BORDEN, BLOOM, CRUZ, PUMICE, BLACK ROCK, MALONE, READ, MURDOCK, KIPP, MILFORD.

Time-Table No. 1 February 29, 1948

STATIONS

BLOCK SIGNALS

89.1

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

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

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

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

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

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

WESTWARD				FOURTH SUBDIVISION					Distance from Salt Lake City	Time-Table No. 1 February 29, 1948										
Car Capacity of sidings, etc. See Rule 6(A) Page 24.	SECOND CLASS			FIRST CLASS			BLOCK SIGNALS	STATIONS												
	259 Time Freight	299 Stock Special	255 Time Freight	261 Time Freight	103 Streamliner Passenger	1 Passenger		37 Passenger		3 Passenger	DN-R MILFORD YL FD									
	Daily	Daily	Daily	Daily	Daily	Daily		Daily		Daily	5.1									
YARD OPTWYZ	11.00 ²⁵⁶ PM	5.00 PM	4.00 PM	6.05 ²⁵⁸ AM	10.28 PM	9.30 PM	2.40 PM	3.15 AM	207.2	UPTON 5.1										
123 P	11.09	5.10	4.12	6.15	10.38	9.36	2.48	3.22	212.3	LAHO 5.0										
123 PW	11.23	5.22	4.27	6.29	10.40 ²⁵⁰	9.44	2.58	3.30	222.4	THERMO 6.8										
123 P	11.32	5.29	4.37	6.38	10.45	9.49	3.05	3.35	229.2	NADA 4.3										
123 P	11.37	5.34	4.43	6.44	10.48	9.52	3.10	3.39	233.5	LATIMER 9.1										
123 ¹⁸⁹ OPWY	11.50 PM	5.45 ²⁰⁰	5.00	7.00	10.54	10.00 ²⁵⁶	3.30	3.58	242.6	DN LUND UN										
123 P	12.15 AM	5.57	5.15 ²⁶⁰	7.15	11.02	10.09	3.43	4.08	252.5	ZANE 4.8										
123 P	12.22	6.02	5.22	7.22	11.06	10.13	3.49	4.12	257.3	D BERYL BY										
123 P	12.38	6.15	5.38	7.38	11.16 ⁴	10.23	4.01	4.22 ²⁵⁸	268.2	HEIST 6.0										
123 ¹²³ OPWY	12.49	6.26	5.49	7.49	11.21	10.29	4.11	4.28	274.2	DN MODENA NA										
73 P	12.54	6.31	5.54	7.54	11.24	10.33	4.15	4.31	278.1	TOMAS 4.7										
73 ⁵² P	1.00	6.37	6.00	8.00	11.28	10.37	4.19 ²⁶⁰	4.41 ¹⁰⁴	282.8	UVADA 3.4										
52 P	1.06	6.42	6.10	8.10	11.31	10.41	4.24	4.50	286.2	LIEN 4.1										
127 PYRCS	1.15 ²	6.53	6.21	8.21	11.39	10.50 ⁴	4.34	4.58	290.3	DN CRESTLINE YL NE										
99 P	1.30	7.01	6.30	8.30	11.44	11.00	4.40	5.04	294.7	BROWN 4.7										
74 PW	1.40	7.11	6.40	8.40	11.51	11.10	4.48	5.12	299.4	ACOMA 6.0										
73 P	1.52	7.22	6.52	8.52	11.58 PM	11.20	4.57	5.21	305.4	BARCLAY 3.3										
102 PYRCS	2.01	7.29	7.01	9.12 ³⁸	12.03 AM	11.30	5.02	5.27	308.7	DN ISLEN SN										
84 P	2.22	7.50 ²⁵⁶	7.22	9.34 ²⁵⁴	12.18	11.45	5.21	5.42	315.6	MINTO 4.1										
99 P	2.32 ²⁵⁸	7.58	7.32 ²⁵⁶	9.44	12.25 ²	11.55 PM	5.30	5.48	319.7	ECCLES 4.8										
YARD OPTWY	A 3.00 AM	A 8.10 PM	A 8.00 PM	A 10.00 AM	A 12.35 AM	A 12.10 ² AM	A 5.50 PM	A 6.00 AM	324.5	DN-R CALIENTE YL CS										
										(117.3)										
										Thru Time										
										Average speed per hour										
										(4.00)	(3.10)	(4.00)	(3.55)	(2.07)	(2.40)	(3.10)	(2.45)			
										29.3	37.4	29.3	29.9	55.4	43.9	37.4	42.6			

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

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

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

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

FOURTH SUBDIVISION				EASTWARD					Distance from Salt Lake City	Time-Table No. 1 February 29, 1948										
Car Capacity of sidings, etc. See Rule 6(A) Page 24.	FIRST CLASS			SECOND CLASS			BLOCK SIGNALS	STATIONS												
	2 Passenger	104 Streamliner Passenger	38 Passenger	4 Passenger	258 Time Freight	254 Time Freight		260 Time Freight		256 Time Freight	DN-R MILFORD YL FD									
	Daily	Daily	Daily	Daily	Daily	Daily		Daily		Daily	5.1									
YARD OPTWYZ	A 2.40 AM	A 5.42 AM	A 11.35 AM	A 12.25 AM	A 6.05 ²⁶¹ AM	A 1.30 PM	A 7.15 PM	A 11.00 ²⁵⁹ PM	576.8	UPTON 5.1										
123 P	2.31	5.34	11.24	12.17	5.56	12.50	6.32	10.53	571.7	LAHO 5.0										
123 PW									566.6	THERMO 6.8										
123 FW									561.6	NADA 4.3										
123 P	2.21	5.26	11.14	12.09	5.41	12.30	6.17	10.40 ¹⁰³	554.8	LATIMER 9.1										
123 P	2.15	5.21	11.08	12.03 AM	5.31	12.20	6.07	10.26	550.5	DN LUND UN										
123 P	2.11	5.18	11.04	11.59 PM	5.25	12.14	6.01	10.21	541.4	ZANE 4.8										
123 ¹⁸⁹ OPWY	2.03	5.12 ²⁵⁸	10.55	11.50 ²⁵⁹	5.12 ¹⁰⁴	12.02 PM	5.45 ²⁹⁹	10.00 ¹	531.5	D BERYL BY										
123 P	1.54	5.05	10.37	11.30	4.47	11.47 AM	5.15 ²⁵⁵	9.45	526.7	HEIST 6.0										
123 P	1.50	5.02	10.31	11.26	4.40	11.40	4.58	9.39	515.8	DN MODENA NA										
123 ¹²³ OPWY	1.40	4.54	10.19	11.16 ¹⁰³	4.22 ³	11.20	4.42	9.25	509.8	TOMAS 4.7										
73 P	1.35	4.49	10.12	11.09	4.08	11.08	4.32	9.17	505.9	UVADA 3.4										
73 P	1.31	4.45	10.03	11.06	4.01	11.01	4.25	9.11	501.2	LIEN 4.1										
73 ⁵² P	1.27	4.41 ³	9.58	11.02	3.55	10.55	4.19 ³⁷	9.05	497.8	DN CRESTLINE YL NE										
52 P	1.23	4.37	9.54	10.58	3.48	10.48	4.13	8.58	493.7	BROWN 4.7										
127 PYRCS	1.15 ²⁵⁹	4.30	9.46	10.50 ¹	3.40	10.40	4.05	8.50	489.3	ACOMA 6.0										
99 P	1.09	4.24	9.36	10.39	3.30	10.30	3.55	8.40	484.6	BARCLAY 3.3										
74 PW	1.01	4.17	9.27	10.31	3.22	10.22	3.47	8.32	478.6	DN ISLEN SN										
73 P	12.52	4.08	9.18	10.22	3.10	10.10	3.35	8.20	475.3	MINTO 4.1										
102 PYRCS	12.46	4.03	9.12 ²⁶¹	10.16	3.00	10.00	3.25	8.10	468.4	ECCLES 4.8										
84 P	12.31	3.48	8.56	10.01	2.40	9.34 ²⁶¹	3.05	7.50 ²⁹⁹	464.3	DN-R CALIENTE YL CS										
99 P	12.25 ¹⁰³	3.42	8.50	9.55	2.32 ²⁵⁹	9.24	2.55	7.32 ²⁵⁵	459.5											
YARD OPTWY	12.10 AM	3.35 AM	8.40 AM	9.45 PM	2.15 AM	9.15 AM	2.45 PM	7.15 PM		(117.3)										
										Thru Time										
										Average speed per hour										
										(2.30)	(2.07)	(2.55)	(2.40)	(3.50)	(4.15)	(4.30)	(3.45)			
										46.9	55.4	40.2	43.9	30.6	27.2	26.0	31.2			

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

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

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

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

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

WESTWARD

FIFTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Car capacity of sidings, etc. See Rule 6(A), Page 24	SECOND CLASS				FIRST CLASS			Distance from Salt Lake City	Time-Table No. 1		
	255	299	261	259	103	1	37		3	February 29, 1948	
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger		Passenger	STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL		
YARD OPTWY	7.45PM	7.30PM	9.45AM	2.45AM	11.40PM	11.20PM	5.05PM	5.10AM	824.5	DN-R CALIENTE YL CS	
90 P					11.46PM		5.13	5.17	829.5	5.0 ETNA	
70 P						11.35	5.22	5.26	884.5	4.6 STINE	
97 P					12.02AM	11.43	5.30	5.34	889.1	4.6 BOYD	
125 PW					12.13	11.54PM	5.45	5.45	845.6	6.5 ELGIN	
73 P					12.20	12.01AM	5.52	5.52	849.9	4.8 KYLE	
89 PY						12.09	6.00	6.00	854.9	5.0 LEITH	
74 P					12.32	12.15	6.07	6.06 ³⁸	860.0	5.1 CLOUD	
102 77 OPWY					12.37	12.21	6.15	6.12	864.9	4.9 OLOUD	
94 P						12.30	6.25	6.21	870.5	5.6 OARP	
69 P					12.54	12.39	6.34	6.30	875.5	5.0 VIGO	
73 P					1.03 ¹⁰⁴	12.48	6.43	6.39	881.1	5.8 GALT	
112 PW					1.09	12.55 ¹⁰⁴	6.51 ⁴	6.45	886.1	5.6 HOYA	
93 P					1.14	1.02	7.01	6.51	890.6	5.0 ROX	
73 P					1.19	1.07	7.07	6.56	895.9	4.5 FARRIER	
116 PWY					1.23	1.11	7.15	7.00	400.9	5.3 ACTON	
74 P					1.27	1.16	7.21	7.05	405.9	5.0 MOAPA MA	
89 P					1.32	1.20	7.26	7.09	410.5	5.0 BYRON	
72 P					1.36	1.24	7.31	7.14	415.4	4.6 UTE	
83 PW					1.40	1.29	7.37	7.19	421.0	4.9 CRYSTAL	
74 P					1.46	1.35	7.44	7.25	426.5	5.6 DRY LAKE	
90 P					1.52	1.41	7.51	7.31	432.0	5.5 GARNET	
74 P					1.58	1.47	7.58	7.37	437.0	5.0 APEX	
72 P					2.02	1.51	8.03	7.41	441.6	5.0 DIKE	
93 P					2.05	1.54	8.11 ²	7.44	445.8	4.6 VALLEY	
YARD OPTWY	A 11.35PM	A 11.30PM	A 1.30PM	A 6.30AM	A 2.15AM	A 2.05AM	A 8.25PM	A 7.55AM	449.8	3.7 WANN	
										4.5 DN-R LAS VEGAS YL VG	

Thru Time Average speed per hour

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

FIFTH SUBDIVISION

EASTWARD WESTWARD

FIRST CLASS

SECOND CLASS

Car capacity of sidings, etc. See Rule 6(A), Page 24	Time-Table No. 1		Mile-Post	FIRST CLASS				SECOND CLASS			
	February 29, 1948			38	4	2	104	254	260	256	258
	STATIONS			Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	Time Freight	Time Freight
YARD OPTWY	DN-R CALIENTE YL CS	459.5	A 7.25AM	A 8.35PM	A 10.55PM	A 2.30AM	A 7.20AM	A 12.45PM	A 5.30PM	A 12.30AM	
90 P	5.0 ETNA	454.5	7.06	8.23	10.43	2.20					
70 P	5.0 STINE	449.5	6.57	8.14	10.34						
97 P	4.6 BOYD	444.9	6.47	8.06	10.26	2.04					
125 PW	6.5 ELGIN	438.4	f 6.32	7.53	10.13	1.53					
73 P	4.8 KYLE	434.1	6.22	7.46	10.06	1.46					
89 PY	5.0 LEITH	429.1	6.14	7.38	9.58	1.39					
74 P	5.1 OLOUD	424.0	6.06 ³	7.32	9.52						
102 77 OPWY	4.9 OLOUD	419.1	f 5.58	7.25	9.45	1.30					
94 P	5.6 VIGO	418.5	5.47	7.16	9.36	1.21					
69 P	5.0 GALT	408.5	5.38	7.07	9.27	1.12					
73 P	5.6 HOYA	402.9	5.29	6.58	9.18	1.03 ¹⁰³					
112 PW	5.0 ROX	397.9	f 5.22	6.51 ³⁷	9.11	12.55 ¹					
93 P	4.5 FARRIER	393.4	5.16	6.45	9.05	12.50					
73 P	5.3 ACTON	388.1	5.11	6.40	9.00	12.45					
116 PWY	5.0 MOAPA MA	388.1	s 5.05	6.35	8.55	12.41					
74 P	5.0 BYRON	378.1	4.54	6.29	8.49	12.36					
89 P	4.6 UTE	373.5	4.49	6.25	8.45	12.32					
72 P	4.9 CRYSTAL	368.6	4.44	6.21	8.41	12.28					
83 PW	5.6 DRY LAKE	368.0	4.39	6.16	8.36	12.23					
74 P	5.5 GARNET	357.5	4.33	6.10	8.30	12.18					
90 P	5.0 APEX	352.0	4.27	6.04	8.24	12.13					
74 P	5.0 DIKE	347.0	4.20	5.58	8.18	12.08					
72 P	4.6 VALLEY	342.4	4.15	5.54	8.14	12.04					
98 P	3.7 WANN	338.7	4.12	5.51	8.11 ³⁷	12.01AM					
YARD OPTWY	4.5 DN-R LAS VEGAS YL VG	334.2	4.05AM	5.45PM	8.05PM	11.55PM	3.00AM	8.15AM	1.00PM	8.10PM	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time Average speed per hour

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

WESTWARD

SIXTH SUBDIVISION

Table with 10 columns: Car capacity, Time Freight, Time Freight, Time Freight, Stock Special, Passenger, Passenger, Streamliner Passenger, Passenger, Distance from Salt Lake City. Rows include stations from LAS VEGAS to YERMO.

Time-Table No. 1 February 29, 1948

STATIONS table listing stations from LAS VEGAS to YERMO with associated codes and distances.

CENTRALIZED TRAFFIC CONTROL

Thru Time Average speed per hour

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

SIXTH SUBDIVISION

EASTWARD

Table with 14 columns: Car capacity, Time Freight, Time Freight, Streamliner Passenger, Time Freight, Time Freight, Time Freight, Time Freight, Mile-Post, Passenger, Passenger, Passenger, Passenger, Time Freight, Time Freight, Time Freight, Time Freight. Rows include stations from LAS VEGAS to YERMO.

Time-Table No. 1 February 29, 1948

STATIONS table listing stations from LAS VEGAS to YERMO with associated codes and distances.

CENTRALIZED TRAFFIC CONTROL

Thru Time Average speed per hour

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

WESTWARD

SEVENTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Table with columns for Car capacity, Time Freight, Stock Special, Passenger, Streamliner Passenger, Distance from Salt Lake City, and various train numbers (261, 259, 255, 299, 3, 1, 103, 37).

Time-Table No. 1 February 29, 1948

STATIONS

Station list including YERMO, DAGGETT, BARSTOW, SAN BERNARDINO, COLTON, RIVERSIDE JCT., MAGNOLIA AVE., STREETER, ARLINGTON, PEDLEY, MIRA LOMA, S. P. CROSSING, ONTARIO, SUNSWEET, WO TOWER, POMONA, SPADRA, WALNUT, ROWLAND, HILLGROVE, CLAYTON, WHITTIER JCT., PICO, MONTEBELLO, EAST LOS ANGELES, TELEGRAPH ROAD, EAST YARD, DOWNEY ROAD, SOTO ST. JCT., NINTH ST. JCT., FIRST ST., PASADENA JCT., and LOS ANGELES.

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

SEVENTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Table with columns for Car capacity, Time Freight, Passenger, Streamliner Passenger, Mile-Post, and various train numbers (4, 2, 104, 38, 258, 254, 260, 256).

Time-Table No. 1 February 29, 1948

STATIONS

Station list including YERMO, DAGGETT, BARSTOW, SAN BERNARDINO, COLTON, RIVERSIDE JCT., MAGNOLIA AVE., STREETER, ARLINGTON, PEDLEY, MIRA LOMA, S. P. CROSSING, ONTARIO, SUNSWEET, WO TOWER, POMONA, SPADRA, WALNUT, ROWLAND, HILLGROVE, CLAYTON, WHITTIER JCT., PICO, MONTEBELLO, EAST LOS ANGELES, TELEGRAPH ROAD, EAST YARD, DOWNEY ROAD, SOTO ST. JCT., NINTH ST. JCT., FIRST ST., PASADENA JCT., and LOS ANGELES.

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

WESTWARD		SAN PEDRO BRANCH		EASTWARD	
Time-Table No. 1 February 29, 1948		Time-Table No. 1 February 29, 1948		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from First Street Los Angeles	STATIONS	Mile-Post	STATIONS	Mile-Post
	2.8	DOWNEY ROAD YL	2.8		
P					
Tr IP	8.1	DN HOBART YL J A. T. and S. F. Crossing	8.1		
I	8.6				
85 PW	4.2	L. A. JOT. RY. CROSSING YL	8.6		
AI	5.1				
15 77 P	5.8	FRUITLAND YL	4.2		
AI	7.4				
18	9.4	P. E. CROSSING YL	5.1		
3	10.0				
AI	11.2	BELL YL	5.8		
61 P	12.5				
73 75 P	14.8	SOUTH GATE YL (S. P. Csg.)	7.4		
	14.6				
I	17.4	WORKMAN	9.4		
96 P	19.1				
I	21.7	RANCHO LOS AMIGOS (Spur)	10.0		
YARD P	22.8				
I	23.2	P. E. CROSSING	11.2		
YARD PWY	24.2	D PARAMOUNT YL HY	12.5		
YARD P	25.9				
		RIOCO YL	14.8		
		DOUGLAS JCT. YL	14.6		
		OTA	17.4		
		P. E. Crossing			
		D MANUEL MU	19.1		
		THENARD	21.7		
		S. P. and P. E. Crossings			
		DN MEAD TFR. YL WI	22.8		
		HENRY FORD BLV. DRAWBRIDGE YL	23.2		
		TERMINAL ISLAND YL	24.2		
		EAST SAN PEDRO YL	25.9		

WESTWARD — PASADENA BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from First Street Los Angeles	STATIONS	Mile-Post
I	0.9	PASADENA JCT. YL	0.9
I	1.0	ALHAMBRA AVE. YL S. P. Crossing	1.0
I	1.6	GLENDALE JCT. YL	1.6
	2.7	AVENUE 38 YL	2.7
	5.4	HIGHLAND PARK YL A. T. and S. F. Crossing	5.4
3	8.4	RAYMOND YL (Spur)	8.4
	9.0	FAIR OAKS AVE. YL P. E. Crossing	9.0
	9.4	CALIFORNIA ST. YL	9.4
19	9.8	D PASADENA YL FH	9.8

WESTWARD — GLENDALE BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from First Street Los Angeles	STATIONS	Mile-Post
I	1.6	GLENDALE JCT. YL	1.6
	2.0	AVENUE 18 YL	2.0
	2.5	DAYTON AVE. TWR. YL	2.5
	4.6	ARROYO JCT. YL	4.6
4	5.0	DELAY DRIVE YL	5.0
	5.2	FLETCHER DRIVE YL	5.2
	5.8	FOREST LAWN YL	5.8
3	7.7	GLENDALE YL	7.7

Dayton Ave. Tower for information only. Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jct.

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

WESTWARD — ANAHEIM BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from Whittier Jct.	STATIONS	Mile-Post
	0.0	WHITTIER JCT. YL	0.0
18	2.8	D WHITTIER YL WR	2.8
	6.9	PAC. ELEC. CROSSING	6.9
	9.7	D LA HABRA HA	9.7
	10.5	PAC. ELEC. CROSSING	10.5
6	18.8	SUNNY HILLS	18.8
I	15.5	A. T. & S. F. CROSSING	15.5
11	17.8	D FULLERTON RN	17.8
40 WT	20.0	D ANAHEIM YL MN	20.0

WESTWARD — ST. THOMAS BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from Moapa	STATIONS	Mile-Post
115 PWY	10.15AM	DN-R MOAPA MA	0.0
11	10.40	NARROWS	5.1
9	11.05	LOGANDALE	10.2
3	11.15	VIRGIN	12.8
11	11.30	OVERTON	14.8
OT A	11.55AM	MEAD LAKE (Spur)	16.7

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

WESTWARD — CRESTMORE BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from Riverside Jct.	STATIONS	Mile-Post
I	0.0	RIVERSIDE JCT. YL	0.0
P	0.8	S. P. INTERCHANGE	0.8
	1.0	FAIRMONT PARK	1.0
16 P	1.8	ALAMO (Spur)	1.8
PWY	3.5	CRESTMORE YL	3.5

WESTWARD — BOULDER CITY BRANCH — EASTWARD		Time-Table No. 1 February 29, 1948	
Car capacity of sidings, etc. See Rule 6(A). Page 24	Distance from Boulder Jct.	STATIONS	Mile-Post
YP	5.50AM	BOULDER JCT.	0.0
60 P	6.10	D HENDERSON RB	9.8
YARD PWY A	6.40AM	D-R BOULDER CITY YL BC	22.4

(0.60) Thru Time (0.60)
26.9 Average speed per hour 26.9

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

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

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

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

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

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

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

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

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

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

GENERAL

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

FIRST SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Maximum speed.	50	40	40	Midvale All tracks except main track.			12
800, 3800 and 3900 class engines.		30	30	Sandy From M.P. 784.0 to 781.0 westward.	20	20	20
Through interlocking.	20	20	20	From M.P. 781.0 to 783.0 eastward.	20	20	20
Within yard limits between Salt Lake City and Atwood.	15	15	15	Draper Between M.P. 778.0 and 773.5.	40	30	20
Between Salt Lake City and Sandy.	30	30	30	Outler Emseo spur, over No. 7 switch.			5
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.				Lehi Lehi Cereal Mills.			10
				Sugar Factory trackage.			5

FIRST SUBDIVISION (Cont'd)

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
Tomas Between M.P. 502.4 and 502.0.	70	60	45	Between M.P. 489.9 and 489.7.	45	35	30
Uvada Between M.P. 499.9 and 499.7.	70	60	45	Brown Between M.P. 489.2 and 489.1.	50	40	30
Between M.P. 498.5 and 498.2.	70	60	45	Between M.P. 488.7 and 486.8.	30	30	25
Maximum speed. Between M.P. 497.3 and Caliente.	60	50	40	Between M.P. 486.6 and 484.5.	50	40	30
Lien Between M.P. 497.3 and 495.0.	30	25	20	Acoma Between M.P. 481.6 and 480.4.	30	25	20
Between M.P. 494.4 and 494.1.	40	30	25	Between M.P. 480.0 and 479.8.	50	40	25
Crestline Between M.P. 492.1 and 491.9.	40	30	25	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 491.5 and 490.6.	50	40	30	Barclay Between M.P. 477.2 and 469.1.	30	25	20
				Islen to Minto Steam engines backing up.	12	12	12

BRANCHES

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

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

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

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

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

Date	Mileage		Notes	Date	Mileage		Notes
	To	From			To	From	
1911							
1912							
1913							
1914							
1915							
1916							
1917							
1918							
1919							
1920							
1921							
1922							
1923							
1924							
1925							
1926							
1927							
1928							
1929							
1930							

Date	Mileage	Notes
1911		
1912		
1913		
1914		
1915		
1916		
1917		
1918		
1919		
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1921		
1922		
1923		
1924		
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1928		
1929		
1930		

