



MAP OF
SOUTHWESTERN DISTRICT
UNION PACIFIC RAILROAD
 CHIEF ENGINEER'S OFFICE, OMAHA, NEBR., FEB. 1, 1933

1374

UNION PACIFIC RAILROAD COMPANY
 SOUTHWESTERN DISTRICT



TIME-TABLE
No. 9

Effective Sunday
June 14, 1936

at 12:01 A.M., Mountain Time East of Caliente
 at 12:01 A.M., Pacific Time West of Caliente



FOR EMPLOYEES ONLY

WESTWARD CONDENSED TIME TABLE EASTWARD

SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936	FIRST CLASS				SECOND CLASS		
259 Time Freight	257 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger			14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	264 Time Freight	262 Time Freight	
7.30PM	6.30AM	6.10PM	10.35AM	10.00AM	1.35AM	0.0	SALT LAKE CITY	784.0	6.15AM	7.42AM	6.00PM	6.10PM	9.00AM	4.50AM
8.24	7.40	6.28	11.03	10.29	2.03	15.7	GARFIELD	788.3	5.45	7.17	5.32	5.40	8.10	3.20
9.19	8.43	6.49	11.33AM	11.04AM	2.34	35.8	WARNER	748.2	5.14	6.57	5.06	5.16	6.57	1.55AM
11.40PM	10.40AM	7.38	12.52PM	12.34PM	3.57	85.4	TINTIC	698.6	3.57	6.14	4.05	4.15	4.25	11.40AM
2.15AM	12.15PM	8.07	1.45	1.30	4.48	118.1	LYNNDYL	665.9	3.05	5.40	3.15	3.25	2.45AM	10.15
4.47	2.30	8.59	3.15	2.59	6.10	184.6	BLACK ROCK	599.4	1.31	4.47	1.43	2.00	11.27PM	6.20
6.30	3.55	9.17	3.55	3.40	6.50	207.2	MILFORD	576.8	1.03	4.29	1.16	1.33	10.45	5.30
7.50	5.04	9.47	4.48	4.33	7.40	242.6	LUND	541.4	12.15AM	4.04	12.28PM	12.45	8.43	2.45
8.47	5.57	10.13	5.32	5.17	8.20	274.2	MODENA	509.8	11.36PM	3.40	11.50AM	12.08PM	7.45	1.42PM
11.45AM	8.00	10.27PM	6.25	6.05	9.00	324.5	PT OALIENTE MT	459.5	10.00	2.21AM	10.15	10.40AM	5.00PM	10.45AM
2.59PM	10.57PM	12.06AM	8.41	8.15	11.00AM	400.9	MOAPA	388.1	6.37	11.32PM	6.45	7.01	11.43AM	4.32
8.00PM	3.00AM	1.06	10.10PM	9.45PM	12.25PM	449.8	LAS VEGAS	384.2	5.35	10.43	5.40	6.00	10.00	2.30AM
2.10AM	8.25AM	2.55	1.12AM	12.52AM	3.07	548.5	KELSO	285.5	2.44	8.40	2.55	3.15	3.45	6.45PM
8.30	12.15PM	4.03	3.20	3.00	4.40	620.8	YERMO	163.2	1.08	7.22	1.15	1.25	12.30AM	3.30
2.10AM	1.00	4.22	3.55	3.30	5.10	684.2	BARSTOW	149.8	12.40PM	7.05	12.45AM	12.55AM	10.10PM	12.40PM
2.45PM	5.45	6.17	6.20	6.00	7.30	715.3	SAN BERNARDINO	67.3	10.20AM	5.23	10.25PM	10.35PM	5.30	8.00AM
3.00	5.55	6.22	6.30	6.08	7.40	719.0	COLTON	64.3	10.02	5.11	10.07	10.17	3.30	3.00
3.30	6.15	6.37	6.50	6.30	8.00	725.8	RIVERSIDE	57.5	9.50	5.02	9.55	10.05	2.35	2.00
5.25	7.15	7.05	7.26	7.15	8.36	751.3	POMONA	32.0	9.08	4.36	9.09	9.22	1.30	12.35AM
A 7.00PM	A 9.00PM	A 8.00AM	A 8.35AM	A 8.30AM	A 9.45PM	783.9	LOS ANGELES	0.0	8.00AM	3.45PM	8.00PM	8.05PM	12.30PM	11.30PM

(48.30)	(39.30)	(14.50)	(23.00)	(23.80)	(21.10)	.....	Thru Time	(21.15)	(14.57)	(21.00)	(21.05)	(43.30)	(52.20)
16.2	19.8	52.9	34.1	33.4	37.0	.....	Average speed per hour	36.9	52.4	37.3	37.2	18.0	15.0

*Note. No. 103 leaves Salt Lake City on 1st, 7th, 13th, 19th and 25th of each month. No. 104 leaves Los Angeles on 3rd, 9th, 15th, 21st and 27th of each month.

MILEAGE:			
Main Line	.....	924.8	
Branches	.....	308.6	
Total	.....	1233.4	

F. H. KNICKERBOCKER General Manager	G. L. WHIPPLE General Supt. Transpntn.
A. L. COEY, Superintendent Los Angeles, Cal.	
G. J. GLEASON, Trainmaster Los Angeles, Cal.	
N. E. McKINNON, Trainmaster Las Vegas, Nev.	
R. B. BAIRD, Trainmaster Salt Lake City, Utah	
First, Second and Third Subdivisions and Branches	Fourth, Fifth, Sixth and Provo Subdivisions and Branches
G. A. ZENTMYER, Chief Train Dispatcher	W. J. MORRISON, Chief Train Dispatcher
	O. J. LANGSTON, Night Chief Train Dispatcher
R. W. BRADY F. H. CRAWFORD J. T. WARDENBURG T. W. FRENCH	L. E. HALBERT L. G. CAMPBELL D. M. JONES J. C. HAYMOND

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36"	100	1'10"	51.4
38"	94.7	1'12"	50
40"	90	1'15"	48
42"	85.7	1'20"	45
45"	80	1'25"	42.3
48"	75	1'30"	40
49"	73.5	1'40"	36
50"	72	1'45"	34.3
51"	70.6	1'50"	32.7
52"	69.2	2'	30
53"	67.9	2'10"	27.6
54"	66.6	2'15"	26.6
55"	65.4	2'20"	25.7
56"	64.2	2'30"	24
57"	63.1	2'40"	22.5
58"	62	2'45"	21.8
59"	61	2'50"	21.2
1'	60	3'	20
1' 1"	59	3' 9"	19
1' 2"	58	3' 20"	18
1' 3"	57.1	3' 31"	17
1' 4"	56.2	3' 45"	16
1' 5"	55.3	4'	15
1' 6"	54.5	5'	12
1' 7"	53.7	6'	10
1' 8"	52.9	7'30"	8
1' 9"	52.1	10'	6

WESTWARD PROVO SUBDIVISION EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Salt Lake City	Time Table No. 9 June 14, 1936	Distance from First Street Los Angeles	SECOND CLASS	
	93 Local Freight	305 Mixed				306 Mixed	94 Local Freight
WFYOTP	10.30AM	2.00AM	0.0	DN-R SALT LAKE CITY VN-C	800.0	A 1.45PM	A 5.50PM
	10.40	2.10	1.3	EIGHTH SOUTH ST.	798.7	1.30	5.35
	11.30AM	f 2.50AM	12.6	D SANDY BR	787.4	f 12.30PM	4.45PM
2,488 PW	11.40	f 3.00	17.1	D DRAPER A	782.9	f 12.15	4.35
373 P	11.50	f 3.10	22.0	RIDEOUT (Spur)	778.0	f 12.05PM	4.25
3,655 West 3,453 East P	11.55AM	f 3.20	24.5	MOUNT	775.5	f 11.55AM	4.20
3,503 WYP	12.10PM	f 3.30	29.0	R CUTLER	771.0	f 11.30	4.05
1,097 P	12.15	f 3.35	30.5	D LEHI HI	769.5	f 11.15	3.55
2,245 P	12.22	f 3.42	33.5	D AMERICAN FORK AF	766.5	f 11.05	3.45
			34.0	S. L. & U. CROSSING	766.0		
3,702 P	12.30	f 3.50	36.5	D PLEASANT GROVE GO	763.5	f 10.50	3.35
1,879			38.2	HARDY (Spur)	761.8		
807			40.9	VINEYARD	759.1	f 10.35	3.25
3,708 P	12.45	f 4.05	42.6	LAKEVIEW	757.4	f 10.25	3.15
			42.7	D. & R. G. W. CROSSING	757.3		
FWPOTY	A 1.00PM	s 6.30	47.8	DN-R PROVO VO UR	752.7	s 10.15	3.00PM
733		f 6.40	52.0	SPRINGVILLE	748.0	f 9.00	
1,601 P		f 6.55	55.6	D SPANISH FORK SF	744.4	f 8.47	
2,702 P		f 7.05	58.4	BENJAMIN	741.6	f 8.40	
2,647 PWY		f 7.30	63.2	D PAYSON CN	736.8	f 8.30	
645		f 7.45	67.4	BARRY	732.6	f 8.10	
2,686 P		f 8.06	69.8	SANTAQUIN	730.7	f 8.06	
1,431 P		f 8.13	72.0	YORK	728.0	f 8.00	
2,665 PW		f 8.24	78.0	STARR	722.0	f 7.44	
827		f 8.34	81.6	MONA	718.4	f 7.34	
2,214 P		f 8.38	83.8	BURRISTON	716.7	f 7.30	
2,650 PWY		f 9.01	89.2	D NEPHI NI	710.8	s 7.10	
2,712 P		f 9.20	96.4	SHARP	708.6	f 6.45	
290		f 9.35	101.0	LEVAN (Spur)	699.0	f 6.30	
2,679 P		f 9.45	103.7	JUAB	696.3	f 6.20	
2,636 PW		f 10.05	110.7	MILLS	689.3	f 6.00	
1,310 P		f 10.30	118.9	PARLEY	681.1	f 5.40	
646 P		f 10.35	121.0	SOMA	679.0	f 5.30	
1,511 P		f 10.55	128.7	LEAMINGTON	671.3	f 5.15	
PFTWY	A 11.15AM		134.1	DN-R LYNNDYL NY	665.9	f 5.00AM	

(2.30)	(9.15)	.....	Time	(8.45)	(2.50)
18.9	14.5	.....	Average Speed Per Hour	15.3	16.7

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Time shown at Salt Lake City and Sandy is for information only. Trains are governed by Central District-Southwestern District joint time-table and rules between Sandy and Salt Lake City, and by Central District time-table and rules within yard limits, Salt Lake City.

WESTWARD

SIXTH SUBDIVISION

Table with columns for Second Class (259, 257), First Class (583, 103, 581, 717, 7, 577, 21), and Stations. Includes Time Table No. 9, June 14, 1936. Lists stations from North Yard to Lyndyl NY.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 577 is superior to No. 578. No. 581 is superior to No. 582. No. 583 is superior to No. 584.
*Note. No. 103 will run only on the following dates: Due to leave Salt Lake City on the 1st, 7th, 13th, 19th and 25th of each month.
Time shown at Salt Lake City is for information only. Trains are governed by Central District-Southwestern District joint time-table and rules between Salt Lake City and Eighth South Street and by Central District time-table and rules within yard limits Salt Lake City.

SIXTH SUBDIVISION

EASTWARD

Table with columns for First Class (14, 104, 578, 580, 582, 8, 818, 584), Second Class (264, 262), and Stations. Includes Time Table No. 9, June 14, 1936. Lists stations from North Yard to Lyndyl NY.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 577 is superior to No. 578. No. 581 is superior to No. 582. No. 583 is superior to No. 584.
*Note. No. 104 will run only on the following dates: Due to leave Lyndyl on the 4th, 10th, 16th, 22nd and 28th of each month.
The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains. No. 578, No. 580, No. 582, and No. 584 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.
Time shown at Salt Lake City is for information only. Trains are governed by Central District-Southwestern District joint time-table and rules between Salt Lake City and Eighth South Street and by Central District time-table and rules within yard limits Salt Lake City.

WESTWARD

FIFTH SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1936	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger			
	Daily	Daily	★ See note below	Daily	Daily	Daily			
PTWIFY	12.15PM	2.15AM	8.07PM	1.45PM	1.30PM	4.48AM	118.1	DN-R LYNNDYL NY	
3,507 P	12.25	2.30	8.12	f 1.52	1.38	4.54	123.7	5.6 CLINE	
4,743 P	12.33	2.42	8.16	1.57	1.44	4.59	128.5	4.8 STRONG	
2,448 4,679 PWY	12.42	3.00	8.22	s 2.05	f 1.54	s 5.06	134.6	6.1 DN DELTA AK	
3,628 P	12.50	3.10	8.26	f 2.11	2.01	s 5.12	139.6	5.0 OASIS	
4,596 P	12.57	3.18	8.29	2.16	2.06	5.18	144.1	4.5 VAN	
3,973 P	1.04	3.26	8.32	2.22	2.11	5.26	148.5	4.4 JEROME	
3,987 P	1.10	3.34	8.35	f 2.33	2.17	f 5.31	153.0	3.5 CLEAR LAKE	
4,553 P	1.18	3.42	8.38	2.43	2.28	5.39	158.1	5.1 NEELS	
4,563 P	1.28	3.51	8.41	f 2.49	2.34	5.45	163.0	4.9 BORDEN	
3,628 P	1.39	4.05	8.47	f 2.57	2.42	5.53	169.4	6.4 BLOOM	
4,538 P	1.48 2.10	4.15	8.51	3.02	2.47	5.58	174.4	5.0 CRUZ	
4,506 P	2.20	4.25	8.55	f 3.08	2.52	6.03	179.4	5.2 PUMICE	
4,582 PW	2.30	4.47	8.59	f 3.15	2.59	f 6.10	184.6	4.7 D BLACK ROCK KO	
4,492 P	2.38	5.05	9.03	3.21	3.05	6.16	189.3	5.0 MALONE	
3,600 P	2.49	5.15	9.07	f 3.27	3.10	6.21	194.3	5.0 READ	
4,543 P	2.55	5.28	9.10	3.32	3.15	6.26	198.9	4.6 ZENDA	
3,588 P	3.05	5.35	9.13	3.37	3.20	6.31	203.0	4.1 OPAL	
PFWTYO	A 3.15PM	A 5.45AM	A 9.17PM	A 3.45PM	A 3.30PM	A 6.40AM	207.2	4.2 DN-R MILFORD FD	
								89.1	

(3.00) 29.7 (3.30) 25.4 (1.10) 76.4 (2.00) 44.5 (2.00) 44.5 (1.52) 47.7 Thru Time
..... Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 103 will run only on the following dates: Due to leave Lynndyl on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

FIFTH SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from First Street Los Angeles	Time Table No. 9 June 14, 1936	STATIONS
	262 Time Freight	264 Time Freight	14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily			
PTWIFY	A 9.15PM	A 1.45AM	A 2.57AM	A 5.40AM	A 3.05PM	A 3.15PM	665.9	DN-R LYNNDYL NY	
3,507 P	9.00	1.31	f 2.47	5.34	2.54	3.06	660.3	5.6 OLINE	
4,743 P	8.40	1.23	2.42	5.30	2.48	3.01	655.5	4.8 STRONG	
2,448 4,679 PWY	8.22	1.12	s 2.34	5.25	f 2.40	s 2.54	649.5	6.1 DN DELTA AK	
3,628 P	8.00	12.58	f 2.23	5.21	2.32	f 2.48	644.4	5.0 OASIS	
4,596 P	7.50	12.48	2.16	5.18	2.27	2.43	639.9	4.5 VAN	
3,973 P	7.40	12.40	2.11	5.15	2.22	2.38	635.5	4.4 JEROME	
3,987 P	7.30	12.30	f 2.06	5.12	2.17	2.33	631.0	4.5 CLEAR LAKE	
4,553 P	7.15	12.18	f 2.01	5.09	2.11	2.28	625.9	5.1 NEELS	
4,563 P	7.05	12.10AM	f 1.56	5.05	2.06	2.23	621.0	4.9 BORDEN	
3,628 P	6.50	11.56PM	f 1.48	4.59	1.58	2.15	614.8	6.4 BLOOM	
4,538 P	6.40	11.46	1.42	4.55	1.53	2.10	609.6	5.0 CRUZ	
4,506 P	6.30	11.36	f 1.37	4.51	1.48	2.05	604.6	5.2 PUMICE	
4,582 PW	6.20	11.27	f 1.31	4.47	1.43	f 2.00	599.4	4.7 D BLACK ROCK KO	
4,492 P	6.10	11.17	1.25	4.43	1.38	1.54	594.7	5.0 MALONE	
3,600 P	6.00	11.09	f 1.20	4.39	1.33	1.49	589.7	5.0 READ	
4,533 P	5.50	11.02	1.15	4.36	1.28	1.44	585.1	4.6 ZENDA	
4,588 P	5.40	10.55	1.10	4.33	1.23	1.40	581.0	4.1 OPAL	
PFWTYO	5.30PM	10.45PM	1.03AM	4.29AM	1.16PM	1.33PM	576.8	4.2 DN-R MILFORD FD	
	Daily	Daily	Daily	Daily	Daily	Daily		89.1	

Thru Time (1.54) (1.11) (1.49) (1.42)
Average speed per hour 46.9 75.3 49.0 52.4 (3.45) 23.8 (3.00) 29.7

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 104 will run only on the following dates: Due to leave Milford on the 4th, 10th, 16th, 22nd and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

WESTWARD FOURTH SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9 June 14, 1935	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger			
	Daily	Daily	★ See note below	Daily	Daily	Daily			
PTYFWO	3.55PM	6.30AM	9.17PM	3.55PM	3.40PM	6.50AM	207.2	DN-R MILFORD FD	
5,103 P	4.10	6.42	9.22	4.03	3.48	6.57	212.3	5.1 UPTON	
4,987 P	4.20	6.50	9.26	4.10	3.55	7.03	217.4	5.1 LAHO	
4,948 PW	4.29	7.09	9.30	4.19	4.04	7.09	222.4	5.0 THERMO	
4,593 P	4.39	7.25	9.35	4.27	4.12	7.17	229.2	6.8 NADA	
5,105 P	4.47	7.33	9.39	4.33	4.17	7.22	233.5	4.3 LATIMER	
4,639 P	4.55	7.41	9.43	4.38	4.23	7.27	238.2	4.7 KERR	
4,160 PFWY	5.04	7.50	9.47	4.48	4.33	7.40	242.6	4.4 DN LUND UN	
3,624 P	5.12	7.58	9.51	4.55	4.40	7.47	247.6	5.0 FORD	
4,762 P	5.20	8.08	9.55	5.01	4.46	7.52	252.5	4.9 ZANE	
3,619 PW	5.28	8.16	9.59	5.07	4.52	7.57	257.3	4.8 BERYL	
3,608 P	5.36	8.24	10.03	5.14	4.59	8.03	262.9	5.6 YALE	
4,563 P	5.44	8.33	10.08	5.21	5.06	8.09	268.2	5.3 HEIST	
4,853 FWYP	5.57	8.47	10.13	5.32	5.17	8.20	274.2	6.0 DN MODENA NA	
3,575 P	6.05	8.55	10.16	5.37	5.22	8.24	278.1	3.9 TOMAS	
3,649 P	6.12	9.02	10.20	5.43	5.28	8.29	282.8	4.7 UVADA	
2,510 P	6.20	9.10	10.24	5.50	5.35	8.34	286.2	3.4 LIEN	
5,507 PY	6.29	9.20	10.31	6.00	5.45	8.41	290.3	4.1 D CRESTLINE NE	
4,746 P	6.39	9.30	10.37	6.06	5.51	8.46	294.7	4.4 BROWN	
3,615 PW	6.51	9.42	10.43	6.13	5.58	8.52	299.4	4.7 ACOMA	
3,588 P	7.06	9.57	10.50	6.22	6.07	9.01	305.4	6.0 BARCLAY	
4,947 PY	7.16	10.07	10.56	6.29	6.14	9.08	308.7	3.3 ISLEN	
4,454 P	7.40	10.27	11.11	6.49	6.34	9.26	315.6	6.9 MINTO	
4,836 P	7.50	11.15	11.18	6.55	6.40	9.33	319.7	4.1 ECCLES	
PFWYT	8.00PM	11.45AM	11.27PM	7.05PM	6.50PM	9.45AM	324.5	4.8 DN-R CALIENTE CS	

(4.05)	(5.15)	(2.10)	(3.10)	(3.10)	(2.55)	Time.....
28.7	22.3	54.1	37.0	37.0	40.2	Average Speed Per Hour.....

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 103 will run only on the following dates: Due to leave Milford on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

FOURTH SUBDIVISION EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time Table No. 9 June 14, 1935	STATIONS	Distance from First Street Los Angeles	FIRST CLASS				SECOND CLASS	
				104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	14 Passenger	262 Time Freight	264 Time Freight
				Daily	Daily	Daily	Daily	Daily	Daily
PTYFWO		DN-R MILFORD FD	576.8	A 4.29AM	A 1.08PM	A 1.25PM	A 12.55AM	A 4.30PM	A 10.00PM
5,103 P		5.1 UPTON	571.7	4.24	1.00	1.17	12.47	4.10	9.50
4,987 P		5.1 LAHO	566.6	4.21	12.55	1.12	12.42	3.28	9.40
4,948 PW		5.0 THERMO	561.6	4.18	12.50	1.07	f 12.37	3.20	9.30
4,593 P		6.8 NADA	554.8	4.13	12.43	1.00	12.30	3.12	9.08
5,105 P		4.3 LATIMER	550.5	4.10	12.38	12.55	12.25	3.05	8.58
4,639 P		4.7 KERR	545.8	4.07	12.33	12.50	12.20	2.55	8.50
4,160 PFWY		4.4 DN LUND UN	541.4	4.04	f 12.28	s 12.45	s 12.15	2.45	8.43
3,624 P		5.0 FORD	536.4	4.00	12.18	12.36	12.04AM	2.30	8.33
4,762 P		4.9 ZANE	531.5	3.57	12.13	12.31	f 11.59PM	2.20	8.25
3,619 PW		4.8 BERYL	526.7	3.53	12.08	f 12.26	11.54	2.10	8.17
3,608 P		5.6 YALE	521.1	3.49	12.02PM	12.20	11.48	1.59	8.05
4,563 P		5.3 HEIST	515.8	3.45	11.56AM	12.14	11.42	1.51	7.58
4,853 FWYP		6.0 DN MODENA NA	509.8	3.40	11.50	f 12.08	f 11.36	1.42	7.45
3,575 P		3.9 TOMAS	505.9	3.36	11.44	12.03PM	11.31	1.32	7.35
3,649 P		4.7 UVADA	501.2	3.32	11.39	11.57AM	f 11.26	1.22	7.28
2,510 P		3.4 LIEN	497.8	3.28	11.34	11.52	11.21	1.16	7.22
5,507 PY		4.1 D CRESTLINE NE	493.7	3.21	11.27	11.45	f 11.14	1.05	7.15
4,746 P		4.4 BROWN	489.3	3.14	11.19	11.38	f 11.07	12.45	7.03
3,615 PW		4.7 ACOMA	484.8	3.06	11.10	11.30	f 10.59	12.30	6.51
3,588 P		6.0 BAROLAY	478.6	2.57	11.00	11.21	f 10.50	12.05PM	6.22
4,947 PY		3.3 ISLEN	475.3	2.51	10.52	11.14	f 10.38	11.50AM	5.48
4,454 P		6.9 MINTO	468.4	2.37	10.32	10.55	f 10.18	11.27	5.25
4,836 P		4.1 ECCLES	464.3	2.30	10.25	10.49	f 10.10	11.15	5.15
PFWYT		4.8 DN-R CALIENTE CS	459.5	2.21AM	10.15AM	10.40AM	10.00PM	10.45AM	5.00PM

Thru Time.....	(2.08)	(2.53)	(2.45)	(2.55)	(5.45)	(5.00)
Average speed per hour.....	55.0	40.7	42.7	40.2	20.4	23.5

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 104 will run only on the following dates: Due to leave Caliente on the 4th, 10th, 16th, 22nd and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

WESTWARD

THIRD SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City	Time Table No. 9		
	257	259	103	717	7	21		June 14, 1936		
	Time Freight	Time Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger		STATIONS		
	Daily	Daily	★See note below	Daily	Daily	Daily		Automatic Block Signals		
WFYTP	8.00PM	11.45AM	10.27PM	6.25PM	6.05PM	9.00AM	324.5	DN-R	CALIENTE CS	
4,607 P	8.12	12.02PM	10.34	6.32	6.12	9.07	329.5		ETNA 5.0	
3,607 P	8.30	12.15	10.40	6.40	6.20	9.16	334.5		STINE 4.6	
4,889 P	8.42	12.30	10.47	6.48	6.28	9.24	339.1		BOYD 6.5	
3,589 WP	8.57	12.45	10.56	f 6.59	6.39	9.35	345.6		ELGIN 4.3	
2,735 P	9.09	12.57	11.02	7.07	6.47	9.43	349.9		KYLE 5.0	
3,641 YP	9.21	1.09	11.09	7.15	6.55	9.52	354.9		LEITH 5.1	
2,617 P	9.30	1.30	11.14	7.22	7.02	9.59	360.0		CLOUD 4.9	
3,418 WFP	9.39	1.40	11.19	f 7.35	7.08	10.05	364.9	DN	CARP CA	
2,476 WFP									OARP 5.6	
4,792 P	9.50	1.51	11.28	7.50	7.24	10.15	370.5		VIGO 5.0	
3,623 P	10.02	2.03	11.36	8.02	7.35	10.25	375.5		GALT 5.6	
2,690 P	10.16	2.17	11.44	8.13	7.46	10.35	381.1		HOYA 5.0	
3,812 WP	10.31	2.32	11.50	8.23	7.55	10.42	386.1		ROX 4.5	
4,727 P	10.41	2.42	11.56PM	8.29	8.01	10.48	390.6		FARRIER 5.3	
2,674 P	10.50	2.51	12.01AM	8.35	8.08	10.54	395.9		ACTON 5.0	
5,807 WYP	10.57	2.59	12.06	f 8.41	f 8.15	f 11.00	400.9	D	MOAPA MA	
2,612 P	11.04	3.08	12.11	8.48	8.23	11.08	405.9		BYRON 4.6	
4,666 P	11.23	3.16	12.15	8.54	8.29	11.14	410.5		UTE 4.9	
2,681 P	11.38	3.25	12.20	8.59	8.35	11.19	415.4		CRYSTAL 5.6	
3,553 WP	11.48PM	3.40	12.25	9.06	8.42	11.26	421.0		DRY LAKE 5.5	
2,702 P	12.01AM	3.55	12.33	9.14	8.51	11.34	426.5		GARNET 5.5	
4,525 P	12.15	4.10	12.41	9.21	8.59	11.41	432.0		APEX 5.0	
2,698 P	12.23	4.20	12.47	9.28	9.06	11.47	437.0		DIKE 4.6	
3,647 P	12.30	4.30	12.51	9.34	9.12	11.52	441.6		VALLEY 3.7	
5,045 P	12.38	4.40	12.54	9.40	9.19	11.56AM	445.3		WANN 4.5	
WFYTOP	A 12.50AM	A 5.00PM	A 1.01AM	A 9.50PM	A 9.30PM	A 12.05PM	449.8	DN-R	LAS VEGAS VG	
	(4.50) 25.9	(5.15) 23.9	(2.34) 43.8	(3.25) 36.7	(3.25) 36.7	(3.05) 40.6			125.3	
 Thru Time									
 Average speed per hour									

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 103 will run only on the following dates: Due to leave Caliente on the 1st, 7th, 13th, 19th and 25th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

THIRD SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Time Table No. 9		FIRST CLASS				SECOND CLASS		
	June 14, 1936		8	818	14	104	262	264	
	STATIONS		Passenger	Challenger Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight	
WFYTP	DN-R	CALIENTE CS	459.5	A 9.00AM	A 9.20AM	A 8.50PM	A 1.21AM	A 8.30AM	A 3.00PM
4,607 P		ETNA 5.0	454.5	8.50	9.07	f 8.40	1.13	8.15	2.45
3,607 P		STINE 4.6	449.5	8.40	8.55	f 8.30	1.05	8.05	2.33
4,889 P		BOYD 6.5	444.9	8.31	8.46	8.21	12.57	7.50	2.20
3,589 WP		ELGIN 4.3	438.4	8.19	8.34	f 8.09	12.47	7.27	2.05
2,735 P		KYLE 5.0	434.1	8.11	8.26	f 8.01	12.40	7.07	1.52
3,641 YP		LEITH 5.1	429.1	8.02	8.17	f 7.52	12.31	6.52	1.40
2,617 P		CLOUD 4.9	424.0	7.55	8.10	7.46	12.25	6.40	1.30
3,418 WFP	DN	CARP CA	419.1	7.48	8.03	f 7.35	12.19	6.25	1.20
2,476 WFP		OARP 5.6							
4,792 P		VIGO 5.0	418.5	7.31	7.47	7.24	12.11	5.58	12.55
3,623 P		GALT 5.6	408.5	7.21	7.37	f 7.13	12.03AM	5.43	12.42
2,690 P		HOYA 5.0	402.9	7.12	7.28	f 7.04	11.55PM	5.28	12.28
3,812 WP		ROX 4.5	397.9	7.04	7.20	f 6.56	11.49	5.15	12.15
4,727 P		FARRIER 5.3	393.4	6.57	7.13	6.49	11.42	4.58	12.01PM
2,674 P		ACTON 5.0	388.1	6.51	7.07	f 6.43	11.37	4.45	11.52AM
5,807 WYP	D	MOAPA MA	388.1	6.45	f 7.01	f 6.37	11.32	4.32	11.43
2,612 P		BYRON 4.6	378.1	6.40	6.55	f 6.30	11.27	4.22	11.35
4,666 P		UTE 4.9	373.5	6.35	6.50	6.25	11.23	4.12	11.28
2,681 P		CRYSTAL 5.6	368.6	6.30	6.45	f 6.20	11.19	4.03	11.19
3,553 WP		DRY LAKE 5.5	363.0	6.24	6.39	f 6.14	11.14	3.50	11.05
2,702 P		GARNET 5.5	357.5	6.16	6.32	f 6.07	11.08	3.37	10.53
4,525 P		APEX 5.0	352.0	6.08	6.24	5.59	11.03	3.25	10.40
2,698 P		DIKE 4.6	347.0	5.58	6.15	f 5.50	10.56	3.05	10.25
3,647 P		VALLEY 3.7	342.4	5.52	6.10	5.45	10.51	2.55	10.16
5,045 P		WANN 4.5	338.7	5.47	6.06	f 5.41	10.48	2.45	10.10
WFYTOP	DN-R	LAS VEGAS VG	334.2	5.40AM	6.00AM	5.35PM	10.43PM	2.30AM	10.00AM
		125.3		Daily	Daily	Daily	★See note below	Daily	Daily
	Thru Time			(3.20)	(3.20)	(3.15)	(2.38)	(6.00)	(5.00)
	Average speed per hour			37.6	37.6	38.5	47.6	20.9	25.1

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

*Note. No. 104 will run only on the following dates: Due to leave Las Vegas on the 3rd, 9th, 15th, 21st and 27th of each month.

The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

WESTWARD SECOND SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight Daily	257 Time Freight Daily	717 Challenger Passenger Daily	7 Passenger Daily	21 Passenger Daily	103 Streamliner Passenger ★See note below	
	WFTYOP	8.00PM	3.00AM	10.10PM	9.45PM	12.25PM		1.06AM	449.8
4.707 P	8.15	3.15	10.18	9.57	12.34	1.13	454.7
							457.0
2.656 P	8.30	3.23	10.27	10.05	12.40	1.19	459.4
3.325 WP	8.40	3.28	10.32	10.11	f12.45	1.21	461.5
2.659 P	8.50	3.36	10.37	10.22	12.49	1.24	463.7
3.819 P	9.10	3.54	10.47	10.31	f12.59	1.32	469.0
4.688 P	9.30	4.04	10.58	10.40	1.09	1.40	474.7
2.599 P	10.02	4.11	11.04	10.45	1.14	1.43	478.3
3.304 P	10.15	4.18	11.10	10.50	f 1.20	1.47	482.9
4.811 P	10.18	4.26 4.50	11.16	10.56	1.26	1.50	487.7
3.357 P	10.25	5.05	11.21	11.01	1.31	1.53	492.3
4.784 P	10.35	5.15	11.26	11.06	1.36	1.56	496.8
3.761 WFP	10.50	5.25	11.36	11.16	f 1.41	2.00	501.5
4.641 P	11.05	5.40	11.46	11.26	f 1.50	2.05	506.5
4.785 P	11.20	5.55	11.55PM	11.35	1.59	2.11	511.9
4.727 WP	11.44PM	6.10	12.04AM	11.44	f 2.09	2.17	516.5
4.601 P	12.13AM	6.20	12.13	11.53PM	2.17	2.23	521.1
4.719 P	12.30	6.35	12.22	12.02AM	2.25	2.29	526.0
2.388 } 4.601 } YP	12.45	6.50	12.30	12.10	f 2.31	2.35	529.8
4.376 WP	1.05	7.15	12.36	12.16	2.37	2.40	533.8
4.236 P	1.15	7.25	12.42	12.22	2.42	2.43	536.9
4.236 P	1.40	7.50	12.49	12.29	2.48	2.47	540.6
4.256 P	1.55	8.05	12.57	12.37	2.55	2.51	544.9
6.780 } 3.521 } WF YP	2.10	8.25	s 1.12	s12.52	s 3.07	2.55	548.5
5.339 P	2.17	8.35	1.18	12.58	3.13	2.59	553.4
4.954 P	2.32	8.45	1.24	1.05	3.18	3.03	558.1
4.355 P	2.44	8.55	1.29	1.11	f 3.22	3.06	562.1
4.635 WP	2.55	9.10	1.34	1.17	f 3.26	3.09	566.4
4.796 P	3.13	9.20	1.41	1.24	f 3.32	3.13	572.1
2.602 P	3.55	9.30	1.46	1.31	3.37	3.17	577.2
4.670 IP	4.10	9.35	f 1.50	1.35	f 3.40	3.19	579.7
2.661 P	4.25	9.40	2.00	1.39	3.43	3.21	582.1
4.788 P	4.45	9.50	2.09	1.53	3.48	3.26	587.1
2.497 P	5.10	10.05	2.20	2.01	3.54	3.32	592.5
4.753 P	5.35	10.20	2.27	2.10	4.00	3.38	596.7
4.763 P	5.55	10.35	2.34	2.17	4.05	3.45	601.6
3.025 P	6.15	10.50	2.41	2.23	4.10	3.49	606.2
5.002 WP	6.30	11.00	2.48	2.29	4.15	3.53	610.7
3.189 P	6.40	11.10	2.55	2.35	4.20	3.57	615.7
WFTYP	A 7.00AM	A11.30AM	A 3.05AM	A 2.45AM	A 4.30PM	A 4.03AM	620.8

Time Table No. 9
June 14, 1936

STATIONS

DN-R LAS VEGAS VG
4.9
BRACKEN
2.3
BOULDER JCT.
2.4
PIERCE
2.1
ARDEN A
2.2
BARD
5.3
D SLOAN SX
5.7
ERIE
3.6
SUTOR
4.6
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
DN NIPTON CH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
DN CIMA G
4.0
CHASE
3.1
ELORA
3.7
DAWES
4.3
HAYDEN
3.6
DN-R KELSO FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.3
SANDS
5.7
BALCH
5.1
CORK
2.5
DN CRUCERO T. & T. Crossing CR
2.4
KING
5.0
BAXTER
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO BN
171.0

Automatic Block Signals

Thru Time (11.00) (8.30) (4.55) (5.00) (4.05) (2.57) Thru Time
15.5 20.1 34.3 34.2 41.9 58.0 Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

★Note. No. 103 will run only on the following dates: Due to leave Las Vegas on the 2nd, 8th, 14th, 20th and 26th of each month. The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains. No. 21 will stop at any station in California to let off revenue passengers from Salt Lake and points east.

SECOND SUBDIVISION EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS				SECOND CLASS		
	8 Passenger	818 Challenger Passenger	14 Passenger	104 Streamliner Passenger	264 Time Freight	262 Time Freight	
	WFTYOP	5.25AM	5.45AM	5.20PM	10.38PM	8.30AM	12.30AM
4.707 P	5.16	5.35	5.10	10.31	8.17	12.05AM	
2.656 P	5.11	5.29	5.05	10.27	8.05	11.45PM	
3.325 WP	5.08	5.26	f 5.02	10.24	7.57	11.36	
2.659 P	5.05	5.23	4.59	10.22	7.52	11.30	
3.819 P	4.57	5.16	f 4.51	10.14	7.40	11.15	
4.688 P	4.48	5.07	4.42	10.07	7.25	10.58	
2.599 P	4.43	5.02	4.36	10.02	7.15	10.45	
3.304 P	4.37	f 4.56	f 4.30	9.57	7.05	10.15	
4.811 P	4.31	4.50	4.23	9.53	6.55	9.58	
3.357 P	4.25	4.44	4.17	9.48	6.45	9.48	
4.784 P	4.20	4.39	4.12	9.44	6.35	9.25	
3.761 WFP	4.15	4.34	4.07	9.40	6.25	9.15	
4.641 P	4.09	f 4.28	f 4.02	9.35	6.10	8.59	
4.785 P	4.02	4.21	3.55	9.30	5.55	8.50	
4.727 WP	3.57	4.16	f 3.50	9.26	5.40	8.40	
4.691 P	3.51	4.11	3.44	9.22	5.30	8.30	
4.719 P	3.45	4.06	3.38	9.18	5.22	8.20	
2.388 } 4.601 } YP	3.40	4.01	f 3.33	9.13	5.15	8.10	
4.376 WP	3.30	3.51	3.22	9.04	4.57	7.50	
4.236 P	3.23	3.43	3.15	8.59	4.45	7.35	
4.236 P	3.14	3.34	3.06	8.53	4.32	7.15	
4.256 P	3.05	3.25	2.55	8.46	4.20	7.00	
6.780 } 3.521 } WF YP	s 2.55	s 3.15	s 2.44	8.40	4.05	6.45	
5.339 P	2.38	2.59	2.28	8.29	3.45	6.22	
4.954 P	2.32	2.50	2.22	8.23	3.32	6.10	
4.355 P	2.26	2.44	2.17	8.18	3.20	5.55	
4.635 WP	2.20	2.37	2.12	8.13	3.09 2.55	5.45	
4.796 P	2.13	2.30	2.05	8.08	2.30	5.30	
2.602 P	2.06	2.23	1.59	8.04	2.06	5.18	
4.670 IP	2.03	f 2.20	f 1.56	8.02	1.50	5.13	
2.661 P	2.00	2.17	f 1.53	8.00	1.39	5.08	
4.788 P	1.53	2.09	1.48	7.56	1.26	4.58	
2.497 P	1.46	2.01	f 1.41	7.49	1.17	4.48	
4.753 P	1.41	1.52	1.35	7.44	1.10	4.36	
4.763 P	1.36	1.47	f 1.29	7.39	1.01	4.25	
3.025 P	1.31	1.42	1.24	7.35	12.53	4.10	
5.002 WP	1.26	1.37	1.19	7.32	12.46	3.50	
3.189 P	1.21	1.32	1.14	7.28	12.38	3.40	
WFTYP	DN-R YERMO BN	1.15AM	1.25AM	1.08PM	7.22PM	12.30AM	3.30PM
		Daily	Daily	Daily	★See note below	Daily	Daily

Thru Time (4.10) (4.20) (4.12) (3.18) (8.00) (9.00)
Average speed per hour 41.0 39.5 40.3 52.4 21.4 19.0

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

★Note. No. 104 will run only on the following dates: Due to leave Yermo on the 3rd, 9th, 15th, 21st and 27th of each month. The time of No. 103 and No. 104 must be cleared not less than ten minutes by first class trains and not less than fifteen minutes by second class and extra trains.

WESTWARD

FIRST SUBDIVISION

Table with columns for Second Class (257, 259), First Class (21, 103, 717, 7), and Distance from Salt Lake City. Includes Time Table No. 9, June 14, 1936, and a list of stations from Yermo to Los Angeles.

(2.45) 19.6 (3.30) 15.4 (5.05) 32.1 (5.57) 41.3 (5.15) 31.1 (5.30) 29.6 Thru Time Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.
*Note. No. 103 will run only on the following dates: Due to leave Yermo on the 2nd, 8th, 14th, 20th and 26th of each month.
The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

FIRST SUBDIVISION

EASTWARD

Table with columns for First Class (14, 104, 8, 818), Second Class (264, 262), and Distance from First Street Los Angeles. Includes Time Table No. 9, June 14, 1936, and a list of stations from Los Angeles to Yermo.

Thru Time (5.00) 32.8 (3.37) 44.8 (5.05) 32.2 (5.10) 31.7 (2.05) 25.8 (2.30) 21.5 Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.
*Note. No. 104 will run only on the following dates: Due to leave Los Angeles on the 3rd, 9th, 15th, 21st, and 27th of each month.
The time of No. 103 and No. 104 must be cleared not less than ten minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

Westward—EUREKA BRANCH—Eastward				Westward—SILVER CITY BRANCH—Eastward				West'd—MAMMOTH BRANCH—East'd									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Tintic	Time Table No. 9 June 14, 1936		Distance from Eureka	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Tintic	Time Table No. 9 June 14, 1936		Distance from Silver City	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Mammoth June	Time Table No. 9 June 14, 1936		Distance from Mammoth
			STATIONS						STATIONS						STATIONS		
POWZY	0.0	DN	TINTIC	U	3.6	POWZY	0.0	DN	TINTIC	U	2.4	0.0	MAMMOTH JCT.	1.6	0.0	MAMMOTH JCT.	1.6
	0.8		TINTIC WYE		2.8		0.8		TINTIC WYE		1.6	0.8	L.A.&S.L.&D.&R.G.W.CROSSING	0.8			
	1.6		MAMMOTH JCT.		2.0		2.4		SILVER CITY		0.0	1.6	MAMMOTH	0.0			
295	3.6	D	EUREKA	RK	0.0						2.4						
					3.6												

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
 Trains running between Union Pacific crossing and Mammoth will be governed by Union Pacific and D. & R. G. W. joint time-table.
 All trains and engines moving between Union Pacific crossing and Mammoth will operate in compliance with Rule 93.
 Switching must not be done or cars left standing on main track without engine attached.
 D. & R. G. W. Rule 93 reads as follows:
 Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, protecting against first class trains.
 Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests entirely with the approaching train or engine.

Westward—FAIRFIELD BRANCH—Eastward				Westward—PIOCHE BRANCH—Eastward													
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 415 Local Freight Tuesday and Friday	Distance from Outler	Time Table No. 9 June 14, 1936		Distance from Toplift	SECOND CLASS 416 Local Freight	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS 303 Mixed Daily Except Sunday	Distance from Caliente	Time Table No. 9 June 14, 1936		Distance from Pioche	SECOND CLASS 304 Mixed		
				STATIONS								STATIONS					
3,503	PFWY	10.00AM	0.0	R	CUTLER	29.3	A	1.40PM	PWFTY	7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A	2.0
			1.9		S. L. & U. CROSSING	27.4					6.0		PECK		26.7		
			2.6		ROBERTS (Spur)	26.7			109		11.9		COMET (Spur)		20.8		
		10.15	4.9		OLINTON	24.4	1.25		1,492	s	8.43	14.5	PANAOA		18.2	s	12.47
			12.7		DAHL (Spur)	16.6					20.4		WATER TANK		12.3		
453			15.2		CEDAR FORT	14.1			1,051	s	9.18	21.4	DELMUES		11.3	s	12.12PM
			17.4		FLOYD (Spur)	11.9			737	WY	A	10.15AM	32.7	D	PIOCHE	RM	0.0
450			20.3		FAIRFIELD	9.0	12.37										
1,160		11.03	28.6		5 MILE PASS	5.7	12.25										
845		11.15	29.3		TOPLIFF	0.0	12.05PM										
2,024	PYW	A	11.35AM														
						29.3											
		(1.35)															
		18.5															

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
 EXCEPTIONS—No. 415 is superior to No. 416.

Westward—FRISCO BRANCH—Eastward						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Milford	Time Table No. 9 June 14, 1936		Distance from Newhouse	
			STATIONS			
		0.0	DN-R	MILFORD	FD	23.5
		2.0		MOSCOW		21.5
		6.2		HICKORY		17.3
621		9.9		SOLUS		13.6
388		16.9		FRISCO		6.6
331	Y	23.5		NEWHOUSE		0.0
						23.5

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

West'd—ST. THOMAS BRANCH—East'd						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Moapa	Time Table No. 9 June 14, 1936		Distance from St. Thomas	
			STATIONS			
7,796	WY	0.0	DN-R	MOAPA	MA	21.3
642		5.1		NARROWS		16.2
230		8.8		PUEBLO		12.5
634		10.2		LOGANDALE		11.1
253		12.8		TOKIO		8.5
		14.8		OVERTON		6.5
642	Y	21.3	R	ST. THOMAS		0.0
						21.3

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

Westward—FILLMORE BRANCH—Eastward						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Delta	Time Table No. 9 June 14, 1936		Distance from Fillmore	
			STATIONS			
		0.0	DN	DELTA	AK	32.2
		8.7		HARDING		23.5
911		15.5		McCOORNIOK		16.7
1,689		21.7		GREENWOOD		10.5
468		24.8		EDWARDS (Spur)		7.4
473		27.3		FLANDRO (Spur)		4.9
1,492	YW	32.2	D	FILLMORE	FI	0.0
						32.2

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

Westward—BOULDER CITY BRANCH—Eastward								
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Second Class 419 Local Freight Daily Except Sunday	Distance from Boulder Jct.	Time Table No. 9 June 14, 1936		Distance from Boulder City	Second Class 420 Local Freight	
				STATIONS				
		5.50AM	0.0	R	BOULDER JCT.	22.4	A	9.20AM
		6.10	9.8		ROYSON	12.6		9.00
		6.40AM	22.4	D-R	BOULDER CITY	BC	0.0	8.30AM
								Daily Except Sunday
		(.50)						(.50)
		26.9						26.9

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

West'd—IRON MOUNTAIN BRANCH—East'd						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Iron Springs	Time Table No. 9 June 14, 1936		Distance from Iron Mountain	
			STATIONS			
		0.0	D	IRON SPRINGS	GS	14.7
		3.9		DESERT MOUND		10.8
2,089	Y	13.3		WYE		1.4
1,445		14.7		IRON MOUNTAIN		0.0
						14.7

WESTWARD		CEDAR CITY BRANCH		EASTWARD					
SECOND CLASS 417 Local Freight Daily Except Sunday		Distance from Lund	Time Table No. 9 June 14, 1936		SECOND CLASS 418 Local Freight				
			STATIONS						
		7.30AM	0.0	DN-R	LUND	UN	32.5	A	6.45AM
1,721	P	7.55	9.4		AVON		23.1		6.15
3,979	WOYP	8.20	21.0	D	IRON SPRINGS	GS	11.5		5.50
1,227	P	8.45	25.2		HALIVAH		7.3		5.20
			30.3		STOCK YARDS (Spur)		2.2		
1,440	LoopWP	A	9.30AM	32.5	DN-R	CEDAR CITY	CD	0.0	5.00AM
									Daily Except Sunday
		(2.00)							(1.45)
		16.2							18.6

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

Westward—SAN PEDRO BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Downey Road	Time Table No. 9		Distance from E. San Pedro
		June 14, 1936		
STATIONS				
	0.0		DOWNEY ROAD	23.1
	0.3	DN	HOBART A. T. and S. F. Crossing	22.8
1-Tfr P	0.3			
	1.4		FRUITLAND	21.7
3.033 PW	1.4			
	2.5	D	BELL	20.6
827 P	2.5			
	4.6		SOUTH GATE S. P. Crossing	18.5
	4.6			
717	6.6		WORKMAN	16.5
267 Spur	7.2		RANCHO LOS AMIGOS	15.9
3,023	9.0		OLEARWATER	14.1
	9.7	D	HYNES	13.4
WP	9.7			
3.709 P	11.5		RIOCO	11.6
	14.6		OTA P. E. Crossing	8.5
	16.3		MANUEL	6.8
	18.9		THENARD S. P. & P. E. Crossings	4.2
	19.5		WILMINGTON	3.6
	20.4		BADGER AVE. DRAWBRIDGE	2.7
	21.4		TERMINAL ISLD.	0.7
PWTY	21.4			
	23.1	D	EAST SAN PEDRO	0.0
P	23.1			
23.1				

Westward—ANAHEIM BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Anaheim	Time Table No. 9		Distance from Whittier Jct.
		June 14, 1936		
STATIONS				
2,304 WT	0.0	D	ANAHEIM	20.0
	2.7	D	FULLERTON	17.3
716	2.7			
	4.5		A. T. & S. F. CROSSING	15.5
	6.2		SUNNY HILLS	13.8
473	6.2			
	7.9		VIEJO	12.1
1,223	7.9			
	9.5		PAO. ELEC. CROSSING	10.5
	10.3	D	LA HABRA	9.7
996	10.3			
	17.7	D	WHITTIER	2.3
1,037	17.7			
	20.0	P	WHITTIER JCT.	0.0
20.0				

Westward—RIALTO BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from End of Track	Time Table No. 9		Distance from Riverside Jct.
		June 14, 1936		
STATIONS				
	0.0		END OF TRACK	9.3
	0.3		RIALTO A. T. and S. F. Crossing	9.0
	0.3			
	0.8		POOLE	8.5
1,361 P	0.8			
	3.0	Spur P	BLOOMINGTON S. P. Crossing	6.3
333	3.0			
	5.8	WFP	CRESTMORE	3.5
	6.0		R. P. CEMENT CO. R. R. CROSSING	3.3
	6.4		RANURA	2.9
	7.1		ALVARADO	2.2
174	7.1			
	7.8		EL RIO	1.5
	8.0	Spur P	ALAMO	1.3
926	8.0			
	8.3		FAIRMONT PARK	1.0
	8.5	P	HANCOCK	0.8
122	8.5			
	9.0	P	S. P. INTERCHANGE	0.3
	9.3	I	RIVERSIDE JCT.	0.0
9.3				

This Branch shown for information only.
Trains and engines are governed by Pacific Electric Ry. time-table and rules.

Westward—GLENDALE BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Glendale	Time Table No. 9		Distance from Rock Jct.
		June 14, 1936		
STATIONS				
	0.0		GLENDALE	5.4
313	0.0			
	1.8		FOREST LAWN	3.6
97	1.8			
	5.4		A. T. and S. F. Crossing ROCK JCT.	0.0
392	5.4			
6.2				

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

Westward—PASADENA BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Pasadena	Time Table No. 9		Distance from Bridge Jct.
		June 14, 1936		
STATIONS				
1,063 T	0.0	D	PASADENA	12.0
	0.8		CALIFORNIA ST.	11.2
	1.5	Spur	RAYMOND	10.5
386	1.5			
	4.5		HIGHLAND PARK A. T. and S. F. Crossing	7.5
	6.0		SIGNAL	6.0
521	6.0			
	7.2	Spur	ROCK JCT.	4.8
392	7.2			
	8.9	I	ALHAMBRA AVE. S. P. Crossing	3.1
	9.4		MACY ST.	2.6
	9.6		ALISO ST.	2.4
	11.5		NINTH ST. JCT.	0.5
	12.0	P	BRIDGE JCT.	0.0
12.0				

Switch at Rock Junction must be left set for Pasadena Branch.

2 (R). Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE.....	CHICAGO
R. V. Owens, General Supervisor of Time Service.....	Omaha
Salt Lake City.....	Hubbard-Denn Company
Salt Lake City.....	H. B. Miller Co., 460 W. 2d South St.
Provo.....	W. E. Mitchell, 34 West Center St.
Eureka.....	John Morley & Son
Cedar City.....	H. Ray Bush
Milford.....	M. J. Christensen
Las Vegas.....	M. W. Davis
Victorville.....	W. H. Whittemore
San Bernardino.....	Arthur's Jewelry Store
Riverside.....	Frank S. Fisher, 3866 Main St.
San Pedro.....	A. J. Bryngelson, 261 W. 6th St.
Long Beach.....	Boyson Jewelry Co., 215 Pine Ave.
Pasadena.....	Arnold's Jewelry Co., 345 E. Colorado St.
Huntington Park.....	James Podmore, 6315 So. Pacific Blvd.
Los Angeles.....	I. B. Blake, 1238 E. 7th St.
Los Angeles.....	Hal B. Smith, 3720 Whittier Blvd.
Los Angeles.....	J. McAuliffe, 1972 E. First St.
Los Angeles.....	G. D. Davidson, 445 So. Spring St.
Los Angeles.....	Geo. T. Johnson, 631 So. Main St.

3 (R). Standard clocks are located as shown below:

North Yard.....	Telegraph Office
North Yard.....	Engineer's Register Room
Salt Lake City.....	Union Depot Telegraph Office
Salt Lake City.....	Dispatcher's Office
Cedar City.....	Telegraph Office
Provo.....	Joint Yard Telegraph Office
Provo.....	Local Freight Office
Tintic.....	Telegraph Office
Lynnndyl.....	Telegraph Office
Milford.....	Telegraph Office
Lund.....	Telegraph Office
Caliente.....	Depot Register Room
Caliente.....	Engineer's Register Room
Las Vegas.....	Round House
Las Vegas.....	Engineer's Locker Room
Las Vegas.....	Telegraph Office
Kelso.....	Telegraph Office
Yermo.....	Telegraph Office
Riverside.....	Telegraph Office
East Yard.....	Round House
East Yard.....	Telegraph Office
East Yard.....	Dispatcher's Office
Los Angeles.....	Central Station, S. P. Clock
Los Angeles.....	Central Station, Locker Room

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J. C. Landenberger	Chief Surgeon	Salt Lake City..	All.
Spencer Wright..	Division Surgeon	Salt Lake City..	All.
O. J. La Barge...	District Surgeon	Salt Lake City..	All.
C. R. Cornwall...	District Surgeon	Salt Lake City..	All.
F. J. Winget.....	District Surgeon	Salt Lake City..	All.
F. R. Slopansky..	Eye, Ear, Nose and Throat	Salt Lake City..	All.
W. L. Smith.....	Eye, Ear, Nose and Throat	Salt Lake City..	All.
J. H. Peck.....	Assistant Surgeon	Tooele	Warner to Lake Point.
Steele Bailey, Jr. .	Assistant Surgeon	Eureka	Boulder to Adams and Tintic District.
W. H. Wright...	District Surgeon	Delta	Black Rock to Lynnndyl.
R. R. Shannon...	District Surgeon	Milford	Crestline to Clear Lake.
J. B. Demman...	District Surgeon	Caliente	Crestline to Moapa.
J. F. Noyes.....	Assistant Surgeon	American Fork .	American Fork to Toplift.
B. C. Linebaugh.	District Surgeon	Pleasant Grove .	Draper to Vineyard.
Fred R. Taylor...	District Surgeon	Provo	Spanish Fork to Vineyard.
Fred W. Taylor...	Alternate Surgeon	Provo	Spanish Fork to Vineyard.
L. W. Oaks.....	Oculist	Provo	Provo.
L. D. Stewart...	Alternate Surgeon	Payson	Spanish Fork to Sandy.
T. W. Allred....	District Surgeon	Nephi	Santaquin to Lynnndyl.
F. H. Beckstead..	District Surgeon	Nephi	Santaquin to Lynnndyl.
M. J. Macfarlane.	District Surgeon	Cedar City	Cedar City to Avon.
J. W. Bergstrom..	Alternate Surgeon	Cedar City	Cedar City to Avon.
Stanley L. Hardy.	District Surgeon	Overton	Las Vegas to Caliente.
Hale B. Slavin...	District Surgeon	Las Vegas	Roach to Dry Lake.
Phillip W. Lawler	Assistant Surgeon	Victorville	Hesperia to Barstow.
W. D. Lenker....	District Surgeon	San Bernardino.	Colton to Hesperia.
Wm. W. Roblee...	District Surgeon	Riverside	Colton to Ontario.
Darrell E.			
Hayhurst	District Surgeon	Ontario	Riverside to Pomona.
Geo. W. Keller...	District Surgeon	Pomona	Rowland to Ontario.
R. V. Graves.....	Assistant Surgeon	Fullerton	Fullerton to Anaheim.
F. McL. Campbell	District Surgeon	San Pedro	San Pedro to West Long Beach.
J. Severy Hibben.	Assistant Surgeon	Pasadena	Pasadena to Los Angeles.
C. C. Snyder.....	Alternate Surgeon	Pasadena	Pasadena to Los Angeles.
Frank D. Sweet...	District Surgeon	Long Beach ..	W. Long Beach to Hynes.
Shuler F. Fagan..	Division Surgeon	Los Angeles ...	All.
D. L. Gamette...	Assistant Surgeon	Los Angeles ...	All.
C. L. Davison....	District Surgeon	Los Angeles ...	All.
R. A. Woodhull..	Eye, Ear, Nose and Throat	Los Angeles ...	All.
J. P. Mortensen..	District Surgeon	Los Angeles ...	Belvedere Gardens.