



**UNION PACIFIC RAILROAD COMPANY**  
**South-Central District**



**Los Angeles Division**  
**TIME-TABLE**  
**No. 14**

**Effective Sunday**  
**February 20, 1938**  
 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. 14 February 20, 1938	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS					
259 Time Freight	257 Time Freight	5 Mail and Express	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	264 Time Freight	262 Time Freight				
Daily	Daily	Daily	* See Note below	Daily	Daily	Daily	<b>STATIONS</b>													
7.30PM	6.30AM	11.25PM	6.10PM	10.05AM	10.00AM	1.30AM	SALT LAKE CITY	784.0	A 6.25AM	A 10.24AM	A 6.00PM	A 6.10PM	A 6.35PM	A 8.00AM	A 4.50AM					
8.24	7.40	11.51PM	6.29	10.41	10.29	1.58	GARFIELD	768.3	5.55	10.02	5.32	5.40	6.02	7.15	3.20					
9.19PM	8.35AM	12.15AM	6.49	11.14AM	11.04AM	2.26	WARNER	748.2	5.21	9.43	5.06	5.16	5.38	5.55	1.50AM					
2.15AM	12.15PM	2.07	8.07	1.35PM	1.25PM	4.40	LYNN DYL	665.9	9.10	8.23	3.15	3.25	3.55	2.15AM	10.15PM					
6.35	3.55	3.57	9.17	3.55	3.45	6.35	MILFORD	576.8	1.03	7.10	1.10	1.35	1.45	10.15PM	5.30					
7.54	5.04	4.45	9.44	4.39	4.28	7.26	LUND	541.4	12.15AM	6.44	12.19PM	12.46PM	12.58PM	8.15	2.45PM					
11.45AM	8.00	5.55	10.23PM	6.10	5.55	8.35	PT CALIENTE MT	459.5	10.00PM	5.04	10.10AM	10.45AM	11.05AM	5.00PM	10.45AM					
2.59PM	10.57PM	7.53	12.10AM	8.18	8.01	10.37	MOAPA	383.1	6.39	2.11	6.38	7.18	7.53	11.43AM	4.32					
8.00PM	3.00AM	9.00AM	1.06	9.40PM	9.20PM	11.55 AM	LAS VEGAS	334.2	5.35	1.22AM	5.35	6.20	6.55	10.00	2.30AM					
8.30AM	12.15PM	1.00PM	4.03	2.52AM	2.30AM	4.10PM	YERMO	163.2	1.08	10.07PM	1.15	1.45	3.00	12.30AM	3.30PM					
9.10AM	1.00	1.25	4.22	3.30	3.10	4.38	BARSTOW	150.4	12.40PM	9.50	12.45AM	1.10AM	2.33	10.10PM	12.40PM					
2.45PM	5.45	3.37	6.17	6.00	5.45	6.50	SAN BERNARDINO	67.3	10.20AM	8.08	10.25PM	10.35PM	12.22	5.30	8.00AM					
3.00	5.55	3.44	6.23	6.08	5.53	7.00	COLTON	64.5	10.02	7.56	10.07	10.17	12.10AM	3.30	3.00					
3.30	6.15	4.02	6.37	6.25	6.13	7.15	RIVERSIDE	57.5	9.50	7.47	9.55	10.05	11.57PM	2.35	2.00AM					
A 7.00PM	A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 9.00PM	LOS ANGELES	0.0	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM					
(48.30) 16.2	(39.30) 19.8	(19.25) 40.4	(14.50) 52.9	(23.30) 33.4	(23.30) 33.4	(20.30) 38.2	..... Thru Time.....	(21.25) 36.6	(14.54) 52.6	(21.00) 37.3	(21.05) 37.2	(19.05) 41.1	(42.30) 18.4	(52.20) 15.0	..... Average speed per hour.....					

\* Note. No. 103 leaves Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

MILEAGE:	
Main Line .....	924.8
Branches .....	302.0
Total .....	1226.8

**H. J. PLUMHOF**  
General Manager

**G. L. WHIPPLE**  
General Superintendent Transportation

**H. H. LARSON, Superintendent . . . . Los Angeles, Cal.**

**B. F. WELLS, Assistant Superintendent . . . . . Las Vegas, Nev.**  
**E. MARKSHEFFEL, Terminal Superintendent . . . . Los Angeles, Cal.**  
**W. J. MORRISON, Trainmaster . . . . . Salt Lake City, Utah**

**First Subdivision and Branches**

**G. A. ZENTMYER, Chief Train Dispatcher**  
**J. T. WARDENBURG**  
**F. H. CRAWFORD** } Train Dispatchers,  
**D. M. JONES** } Los Angeles, Cal.  
**P. V. COX**

**Second and Third Subdivisions and Branches**

**T. W. FRENCH, Chief Train Dispatcher**  
**F. S. HIRSCH, Night Chief Train Dispatcher**  
**V. G. HAM**  
**W. McCALL** } Train Dispatchers,  
**L. W. FLAHERTY** } Las Vegas, Nev.

**Fourth, Fifth, Sixth and Provo Subdivisions and Branches**

**C. E. AYE, Chief Train Dispatcher**  
**O. J. LANGSTON, Night Chief Train Dispatcher**  
**L. E. HALBERT**  
**L. G. CAMPBELL**  
**J. C. HAYMOND**  
**J. M. FRAZER** } Train Dispatchers,  
**F. J. HOLDERMAN** } Salt Lake City, Utah  
**T. J. KELLY**  
**L. E. STORRS**  
**E. R. GUYE**

WESTWARD			PROVO SUBDIVISION			EASTWARD		
SECOND CLASS			SECOND CLASS			SECOND CLASS		
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Salt Lake City	Time Table No. 14 February 20, 1938	Distance from First Street Los Angeles	93	305	306	94	
				Local Freight	Mixed			
				Daily	Daily			
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	DN 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		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	CUTLER	771.0	f 11.30	4.05
1,697 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
I				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
1,379				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
I				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 6.50	55.6	D SPANISH FORK SP	744.4	f 8.47	
2,702 P			f 6.57	58.4	BENJAMIN	741.6	f 8.40	
2,647 PWY			f 7.15	63.2	D PAYSON CN	736.8	f 8.30	
545			f 7.25	67.4	BARRY	732.6	f 8.15	
2,686 P			f 7.30	69.8	SANTAQUIN	730.7	f 8.11	
1,431 P			f 7.36	72.0	YORK	728.0	f 8.05	
2,665 PW			f 7.50	78.0	STARR	722.0	f 7.50	
827			f 8.00	81.6	MONA	718.4	f 7.40	
2,214 P			f 8.05	83.8	BURRISTON	716.7	f 7.35	
2,650 PWY			f 8.50	89.2	D NEPHI NI	710.8	s 7.15	
2,712 P			f 9.10	96.4	SHARP	703.6	f 6.45	
290			f 9.25	101.0	LEVAN (Spur)	699.0	f 6.30	
2,679 PW			f 9.35	103.7	JUAB	696.3	f 6.20	
2,636 PW			f 9.55	110.7	MILLS	689.3	f 6.00	
1,310 P			f 10.20	118.9	PARLEY	681.1	f 5.40	
646 P			f 10.30	121.0	SOMA	679.0	f 5.30	
1,511 P			f 10.50	128.7	LEAMINGTON	671.3	f 5.15	
PFTWY		A 11.15AM		134.1	DN-R LYNN DYL NY	665.9	f 5.00AM	
		(2.30) 18.9	(9.15) 14.5	..... Time .....	(8.45) 15.3	(2.50) 16.7	Daily	Daily

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 South-Central District joint time-table and rules between Sandy and Salt Lake City, and by South-Central District—Idaho Division time-table and rules within yard limits, Salt Lake City.

WESTWARD SIXTH SUBDIVISION

Table for Westward Sixth Subdivision, Time Table No. 14, February 20, 1938. Columns include Second Class (259, 257), First Class (5, 583, 103, 581, 717, 7, 577, 21), and Stations (DN-R NORTH YARD, S.L.G. & W. CROSSING, D. & R. G. W. CROSSING, WEST. PAC. CROSSING, D BUENA VISTA, DN-R SALT LAKE CITY, EIGHTH SO. ST., D. & R. G. W. CROSSING, D. & R. G. W. CROSSING, D BUENA VISTA, RITER, DN GARFIELD, B. & G. CROSSING, SMELTER, WYE, LAKE POINT, MORRIS, ERDA, SHIELDS, D WARNER, BAUER, DN STOCKTON, ST. JOHN, AJAX, FAUST, PEHRSON, DUNBAR, LOFGREEN, BOULTER, TINTIC, McINTYRE, JERICHO, DYER, OHAMPLIN, ADAMS, DN-R LYNDYL). Includes arrival and departure times.

(5.45) (5.15) (2.35) (0.88) (1.57) (0.38) (3.20) (3.15) (0.40) (3.00) Thru Time 20.5 22.5 45.7 28.4 60.8 28.4 35.4 36.3 27.0 39.4 Average speed per hour

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. 5 is superior to No. 584. No. 577 is superior to No. 578. No. 581 is superior to No. 580 and 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, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. Time shown at Salt Lake City is for information only. Trains are governed by South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Idaho Division time-table and rules within yard limits Salt Lake City. No. 717 will stop between Salt Lake City and Lyndyl to pick up revenue passengers for San Bernardino and West. No. 717 will stop at Warner, Stockton, St. John and Tintic to let off revenue passengers from Salt Lake City and East.

SIXTH SUBDIVISION EASTWARD

Table for Eastward Sixth Subdivision, Time Table No. 14, February 20, 1938. Columns include First Class (14, 578, 104, 580, 582, 8, 818, 6, 584), Second Class (264, 262), and Stations (DN-R NORTH YARD, S.L.G. & W. CROSSING, D. & R. G. W. CROSSING, WEST. PAC. CROSSING, D BUENA VISTA, DN-R SALT LAKE CITY, EIGHTH SO. ST., D. & R. G. W. CROSSING, D. & R. G. W. CROSSING, D BUENA VISTA, RITER, DN GARFIELD, B. & G. CROSSING, SMELTER, WYE, LAKE POINT, MORRIS, ERDA, SHIELDS, D WARNER, BAUER, DN STOCKTON, ST. JOHN, AJAX, FAUST, PEHRSON, DUNBAR, LOFGREEN, BOULTER, TINTIC, McINTYRE, JERICHO, DYER, OHAMPLIN, ADAMS, DN-R LYNDYL). Includes arrival and departure times.

Thru Time (3.15) (1.00) (2.01) (0.55) (1.25) (2.45) (2.40) (0.54) (5.45) (6.35) Average speed per hour 38.3 18.0 58.6 19.6 12.7 42.9 44.3 20.0 20.5 17.9

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. 5 is superior to No. 584. No. 577 is superior to No. 578. No. 581 is superior to No. 580 and 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 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five 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 South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Idaho Division time-table and rules within yard limits Salt Lake City. No. 818 will stop at Tintic, St. John, Stockton, Warner and Garfield to let off passengers from San Bernardino and West. No. 818 will stop at Tintic, St. John, Stockton and Warner to pick up revenue passengers for Salt Lake City and East. No. 14 will stop between Lyndyl and Salt Lake City to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

**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. 14 February 20, 1938	STATIONS	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express				Automatic Block Signals
	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily				
PTWY	12.15PM	2.15AM	8.07PM	1.35PM	1.25PM	4.40AM	2.07AM	118.1	DN-R LYNN DYL NY		
3,507 P	12.25	2.30	8.12	1.43	1.33	4.47	2.14	123.7	5.6 CLINE 4.8		
4,743 P	12.33	2.48	8.16	1.49	1.39	4.52	2.19	128.5	4.8 STRONG 6.1		
2,448 4,679 PWY	12.42	3.00	8.22	s 1.59	f 1.48	s 5.01	2.26	134.6	DN DELTA AK		
3,628 P	12.50	3.10	8.26	2.06	1.54	s 5.07	2.31	139.6	5.0 OASIS 4.5		
4,596 P	12.57	3.18	8.29	2.11	1.59	5.13	2.36	144.1	4.5 VAN 4.4		
3,973 P	1.04	3.26	8.32	2.17	2.05	5.18	2.41	148.5	4.4 JEROME 4.5		
3,987 P	1.10	3.34	8.35	2.22	2.11	f 5.23	2.45	153.0	4.5 CLEAR LAKE 5.1		
4,553 P	1.18	3.42	8.38	2.27	2.16	5.28	2.51	158.1	5.1 NEELS 4.9		
4,563 P	1.28	3.51	8.41	2.38	2.22	5.33	2.56	163.0	4.9 BORDEN 6.4		
3,628 P	1.54	4.05	8.47	2.46	2.30	5.40	3.05	169.4	6.4 BLOOM 5.0		
4,538 P	2.10 2.25	4.15	8.51	2.53	2.38	5.45	3.11	174.4	5.0 CRUZ 5.0		
4,506 P	2.35	4.25	8.55	2.59	2.46	5.50	3.17	179.4	5.0 PUMICE 5.2		
4,582 PW	2.45	4.43	8.59	3.07	2.55	f 5.57	3.23	184.6	D BLACK ROCK KO		
4,492 P	2.53	5.05	9.03	3.13	3.03	6.03	3.29	189.3	4.7 MALONE 5.0		
3,600 P	3.01	5.15	9.07	3.20	3.10	6.08	3.34	194.3	5.0 READ 4.6		
4,543 P	3.08	5.28	9.10	3.28	3.17	6.13	3.39	198.9	4.6 ZENDA 4.1		
3,588 P	3.15	5.35	9.13	3.35	3.25	6.17	3.43	203.0	4.1 OPAL 4.2		
PFWY	A 3.25PM	A 5.45AM	A 9.17PM	A 3.45PM	A 3.35PM	A 6.25AM	A 3.50AM	207.2	DN-R MILFORD FD		
	(3.10) 28.1	(3.30) 25.4	(1.10) 76.4	(2.10) 41.1	(2.10) 41.1	(1.45) 50.9	(1.43) 51.9		89.1		

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. 103 will run only on the following dates: Due to leave Lynndyl on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

No. 717 will stop at Cline, Oasis, Clear Lake, Borden, Bloom, Pumice, Black Rock and Read to pick up revenue passengers for San Bernardino and West.

No. 717 will stop at Black Rock to let off revenue passengers from Salt Lake City and East.

**FIFTH 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. 14 February 20, 1938	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
			14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	262 Time Freight	264 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
PTWY	DN-R LYNN DYL NY	665.9	A 3.02AM	A 8.23AM	A 3.05PM	A 3.15PM	A 3.45PM	A 9.15PM	A 1.15AM
3,507 P	5.6 CLINE 4.8	660.3	2.53	8.16	2.57	3.05	3.35	9.00	1.01
4,743 P	4.8 STRONG 6.1	655.5	2.48	8.12	2.50	3.00	3.28	8.40	12.53
2,448 4,679 PWY	DN DELTA AK	649.5	s 2.40	8.07	f 2.42	s 2.52	f 3.20	8.22	12.42
3,628 P	5.0 OASIS 4.5	644.4	f 2.31	8.02	2.33	2.46	3.10	8.00	12.28
4,596 P	4.5 VAN 4.4	639.9	2.21	7.59	2.25	2.41	3.04	7.50	12.18
3,973 P	4.4 JEROME 4.5	635.5	2.15	7.56	2.17	2.37	2.59	7.40	12.10AM
3,987 P	4.5 CLEAR LAKE 5.1	631.0	f 2.09	7.53	2.11	2.32	2.53	7.30	11.59PM
4,553 P	5.1 NEELS 4.9	625.9	2.02	7.50	2.06	2.27	2.45	7.15	11.48
4,563 P	4.9 BORDEN 6.4	621.0	1.56	7.46	2.01	2.22	2.38	7.05	11.40
3,628 P	6.4 BLOOM 5.0	614.6	1.48	7.40	1.54	2.15	2.30	6.50	11.26
4,538 P	5.0 CRUZ 5.0	609.6	1.42	7.36	1.48	2.10	2.25	6.40	11.16
4,506 P	5.0 PUMICE 5.2	604.6	1.37	7.32	1.43	2.05	2.19	6.30	11.06
4,582 PW	D BLACK ROCK KO	599.4	f 1.31	7.28	1.38	2.00	2.13	6.20	10.57
4,492 P	4.7 MALONE 5.0	594.7	1.25	7.24	1.33	1.55	2.08	6.10	10.47
3,600 P	5.0 READ 4.6	589.7	1.20	7.20	1.28	1.50	2.03	6.00	10.39
4,533 P	4.6 ZENDA 4.1	585.1	1.15	7.17	1.23	1.45	1.58	5.50	10.32
3,588 P	4.1 OPAL 4.2	581.0	1.10	7.14	1.18	1.41	1.53	5.40	10.25
PFWY	DN-R MILFORD FD	576.8	1.03AM	7.10AM	1.10PM	1.35PM	1.45PM	5.30PM	10.15PM
	89.1		Daily	★ See note below	Daily	Daily	Daily	Daily	Daily
	Thru Time	(1.59)	(1.13)	(1.55)	(1.40)	(2.00)	(3.45)	(3.00)	
	Average speed per hour	44.9	73.2	46.5	53.5	44.6	23.8	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 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

No. 818 will stop at Black Rock and Oasis to let off revenue passengers from San Bernardino and West.

No. 818 will stop at Black Rock to pick up revenue passengers for Salt Lake City and East.

No. 14 will stop between Milford and Lynndyl to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

**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. 14	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express		February 20, 1938	
	Daily	Daily	*See note below	Daily	Daily	Daily	Daily		STATIONS	
PTFWO	3.55PM	6.35AM	9.17PM	3.55PM	3.45PM	6.35AM	3.57AM	207.2	DN-R MILFORD	FD
5,103 P	4.10	7.04	9.22	4.02	3.51	6.42	4.03	212.3	5.1 UPTON	
4,987 P	4.20	7.12	9.26	4.08	3.57	6.47	4.08	217.4	5.1 LAHO	
4,948 PW	4.29	7.20	9.29	4.14	4.03	6.58	4.13	222.4	5.0 THERMO	
4,593 P	4.39	7.30	9.34	4.21	4.10	f 7.05	4.22	229.2	6.8 NADA	
5,105 P	4.47	7.38	9.37	4.26	4.15	7.10	4.30	233.5	4.3 LATIMER	
4,639 P	4.55	7.45	9.40	4.31	4.20	7.15	4.36	238.2	4.7 KERR	
4,160 PFWY	5.04	7.54	9.44	f 4.39	f 4.28	f 7.26	s 4.45	242.6	4.4 DN LUND	UN
3,624 P	5.12	8.02	9.48	4.46	4.35	7.32	4.51	247.6	5.0 FORD	
4,762 P	5.20	8.10	9.51	4.51	4.41	7.37	4.56	252.5	4.9 ZANE	
3,619 PW	5.28	8.18	9.55	4.56	4.46	7.42	5.01	257.3	4.8 BERYL	
3,608 P	5.36	8.26	9.59	5.02	4.53	7.48	5.07	262.9	5.6 YALE	
4,563 P	5.44	8.34	10.03	5.08	4.59	7.54	5.13	268.2	5.3 HEIST	
4,853 FWYP	5.57	8.45	10.08	5.21	5.12	f 8.03	f 5.20	274.2	6.0 DN MODENA	NA
3,575 P	6.05	8.53	10.11	5.26	5.17	8.09	5.24	278.1	3.9 TOMAS	
3,649 P	6.12	9.00	10.15	5.32	5.23	8.14	5.30	282.8	4.7 UVADA	
2,510 P	6.20	9.08	10.19	5.39	5.30	8.19	5.35	286.2	3.4 LIEN	
5,507 PY	6.29	9.17	10.27	5.49	5.40	8.28	5.41	290.3	4.1 DN CRESTLINE	NE
4,746 P	6.40	9.27	10.33	5.55	5.46	8.33	5.54	294.7	4.4 BROWN	
3,615 PW	6.51	9.38	10.40	6.02	5.53	8.39	6.00	299.4	4.7 ACOMA	
3,588 P	7.06	9.53	10.48	6.11	6.02	8.48	6.09	305.4	6.0 BARCLAY	
4,947 PY	7.16	10.01	10.54	6.18	6.09	8.55	6.16	308.7	3.3 D ISLEN	SN
4,454 P	7.40	10.26	11.08	6.37	6.29	9.11	6.32	315.6	6.9 MINTO	
4,836 P	7.50	10.53 11.12	11.14	6.43	6.35	9.17	6.38	319.7	4.1 ECCLES	
PFWYT	A 8.00PM	A 11.45AM	S 11.23PM	A 6.53PM	A 6.45PM	A 9.25AM	A 6.45AM	324.5	4.8 DN-R CALIENTE	CS
									117.3	

(4.05)	(5.10)	(2.06)	(2.58)	(3.00)	(2.50)	(2.48)	.....	Time.....
28.7	22.7	56.0	39.5	39.1	41.4	41.9	.....	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, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

No. 717 will stop at Nada, Modena, Crestline and Islen to pick up revenue passengers for San Bernardino and West.

**FOURTH 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. 14	
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger		February 20, 1938	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
PTFWO	4.30PM	9.35PM	A 7.10AM	A 1.01PM	A 1.26PM	A 1.37PM	A 12.55AM	576.8	DN-R MILFORD	FD
5,103 P	4.10	9.22	7.04	12.54	1.18	1.30	12.47	571.7	5.1 UPTON	
4,987 P	3.28	8.58	7.01	12.49	1.13	1.25	12.42	566.6	5.1 LAHO	
4,948 PW	3.20	8.50	6.58	12.44	1.08	1.20	12.37	561.6	5.0 THERMO	
4,593 P	3.12	8.38	6.53	12.37	1.01	1.13	12.30	554.8	6.8 NADA	
5,105 P	3.05	8.30	6.50	12.32	12.56	1.08	12.25	550.5	4.3 LATIMER	
4,639 P	2.55	8.22	6.47	12.27	12.52	1.03	12.20	545.8	4.7 KERR	
4,160 PFWY	2.45	8.15	6.44	f 12.19	f 12.46	s 12.58	s 12.15	541.4	4.4 DN LUND	UN
3,624 P	2.30	8.05	6.39	12.09	12.37	12.53	12.04AM	536.4	5.0 FORD	
4,762 P	2.20	7.57	6.36	12.04PM	12.32	12.48	11.59PM	531.5	4.9 ZANE	
3,619 PW	2.10	7.49	6.32	11.59AM	12.27	12.43	11.54	526.7	4.8 BERYL	
3,608 P	1.59	7.39	6.28	11.53	12.22	12.37	11.48	521.1	5.6 YALE	
4,563 P	1.51	7.32	6.24	11.47	12.17	12.32	11.42	515.8	5.3 HEIST	
4,853 FWYP	1.42	7.20	6.19	11.40	12.11	f 12.26	f 11.36	509.8	6.0 DN MODENA	NA
3,575 P	1.32	7.12	6.16	11.32	12.06	12.22	11.29	505.9	3.9 TOMAS	
3,649 P	1.22	7.05	6.12	11.27	12.02PM	12.17	11.24	501.2	4.7 UVADA	
2,510 P	1.16	6.59	6.08	11.22	11.58AM	12.12	11.19	497.8	3.4 LIEN	
5,507 PY	1.05	6.52	6.00	11.14	11.50	12.05PM	11.12	493.7	4.1 DN CRESTLINE	NE
4,746 P	12.45	6.40	5.54	11.05	11.40	11.59AM	11.05	489.3	4.4 BROWN	
3,615 PW	12.30	6.30	5.47	10.58	11.33	11.51	10.57	484.6	4.7 ACOMA	
3,588 P	12.10PM	6.11 6.02	5.39	10.49	11.24	11.42	f 10.48	478.6	6.0 BARCLAY	
4,947 PY	11.55AM	5.42	5.33	10.43	11.18	11.35	10.34	475.3	3.3 D ISLEN	SN
4,454 P	11.30	5.20	5.19	10.26	11.01	11.19	10.17	468.4	6.9 MINTO	
4,836 P	11.12	5.10	5.13	10.18	10.53	11.12	10.09	464.3	4.1 ECCLES	
PFWYT	10.45AM	5.00PM	5.04AM	10.10AM	10.45AM	11.05AM	10.00PM	459.5	4.8 DN-R CALIENTE	CS
			*See note below	Daily	Daily	Daily	Daily		117.3	

Thru Time.....	(2.06)	(2.51)	(2.41)	(2.32)	(2.55)	(5.45)	(4.35)
Average speed per hour.....	56.0	41.2	43.7	46.3	40.2	20.4	25.6

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 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

No. 818 stop at Modena and Beryl to let off revenue passengers from San Bernardino and West.

No. 14 will stop between Caliente and Milford to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

WESTWARD

THIRD SUBDIVISION

Length of sidings in feet in the clear water, fuel tanks, looking plants, turning stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City
	257 Time Freight	259 Time Freight	103 Streamliner Passenger ★See note below	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WFYTP	8.00PM	11.45AM	10.23PM	6.10PM	5.55PM	8.35AM	5.55AM	324.5
4,607 P	8.12	12.02PM	10.30	6.18	6.03	8.44	6.02	329.5
3,607 P	8.32	12.15	10.38	6.26	6.12	8.52	6.09	334.5
4,889 P	8.47	12.30	10.46	6.34	6.20	9.02	6.16	339.1
3,589 WP	9.01	12.45	10.57	f 6.45	6.31	f 9.14	6.26	345.6
2,735 P	9.12	12.57	11.04	6.53	6.37	9.23	6.34	349.9
3,641 YP	9.23	1.09	11.12	7.01	6.44	9.31	6.42	354.9
2,617 P	9.31	1.30	11.17	7.08	6.51	9.38	6.49	360.0
3,418 WFP 2,476	9.39	1.40	11.22	f 7.16	6.59	f 9.45	6.54	364.9
4,792 P	9.50	1.51	11.31	7.25	7.06	9.54	7.03	370.5
3,623 P	10.02	2.03	11.39	7.39	7.15	10.03	7.13	375.5
2,690 P	10.16	2.17	11.48	7.49	7.28	10.12	7.25	381.1
3,812 WP	10.31	2.32	11.54	7.58	7.38	10.19	7.38	386.1
4,727 P	10.41	2.42	11.59PM	8.04	7.47	10.25	7.43	390.6
2,674 P	10.50	2.51	12.05AM	8.11	7.54	10.31	7.48	395.9
5,807 WYP	10.57	2.59	12.10	f 8.18	f 8.01	f 10.37	f 7.53	400.9
2,612 P	11.21	3.08	12.15	8.26	8.08	10.45	7.58	405.9
4,666 P	11.30	3.16	12.19	8.32	8.14	10.51	8.03	410.5
2,681 P	11.38	3.25	12.23	8.38	8.19	10.56	8.08	415.4
3,553 WP	11.48PM	3.40	12.28	8.45	8.26	11.03	8.14	421.0
2,702 P	12.01AM	3.55	12.34	8.52	8.33	11.10	8.21	426.5
4,525 P	12.10	4.10	12.41	8.59	8.41	11.18	8.28	432.0
2,698 P	12.18	4.20	12.47	9.05	8.47	11.24	8.34	437.0
3,647 P	12.25	4.30	12.51	9.10	8.52	11.29	8.39	441.6
5,045 P	12.33	4.40	12.54	9.15	8.56	11.33	8.43	445.3
WFYTOP	A 12.45AM	A 5.00PM	A 1.01AM	A 9.25PM	A 9.05PM	A 11.40AM	A 8.50AM	449.8

Time Table No. 14  
February 20, 1938

STATIONS		
DN-R	CALIENTE	CS
	5.0	
	ETNA	
	5.0	
	STINE	
	4.6	
	BOYD	
	6.5	
	ELGIN	
	4.3	
	KYLE	
	5.0	
	LEITH	
	5.1	
	CLOUD	
	4.9	
DN	CARP	CA
	5.6	
	VIGO	
	5.0	
	GALT	
	5.6	
	HOYA	
	5.0	
	ROX	
	4.5	
	FARRIER	
	5.3	
	ACTON	
	5.0	
DN	MOAPA	MA
	5.0	
	BYRON	
	4.6	
	UTE	
	4.9	
	CRYSTAL	
	5.6	
	DRY LAKE	
	5.5	
	GARNET	
	5.5	
	APEX	
	5.0	
	DIKE	
	4.6	
	VALLEY	
	3.7	
	WANN	
	4.5	
DN-R	LAS VEGAS	VG
	4.5	

Automatic Block Signals

(4.45) 26.3 (5.15) 23.9 (2.38) 47.6 (3.15) 38.5 (3.10) 39.6 (3.05) 40.6 (2.55) 43.0 ..... 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, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five 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 telephones.	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
		104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	262 Time Freight	264 Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
WFYTP	469.5	A 4.04AM	A 8.55AM	A 9.30AM	A 9.55AM	A 8.50PM	A 8.30AM	A 3.00PM
4,607 P	454.5	3.56	8.44	9.21	9.45	f 8.40	8.15	2.45
3,607 P	449.5	3.48	8.34	9.12	9.35	f 8.32	8.05	2.33
4,889 P	444.9	3.40	8.25	9.02	9.25	8.22	7.50	2.20
3,589 WP	438.4	3.29	8.13	8.50	9.14	f 8.11	7.27	2.05
2,735 P	434.1	3.22	8.05	8.42	9.04	f 8.02	7.07	1.52
3,641 YP	429.1	3.13	7.56	8.34	8.55	f 7.53	6.42	1.40
2,617 P	424.0	3.07	7.48	8.27	8.49	7.47	6.30	1.30
3,418 WFP 2,476	419.1	3.01	7.40	8.20	8.43	f 7.40	6.20	1.20
4,792 P	418.5	2.52	7.23	8.04	8.30	7.25	5.58	12.55
3,623 P	408.5	2.43	7.13	7.55	8.22	f 7.15	5.43	12.42
2,690 P	402.9	2.34	7.03	7.46	8.14	f 7.06	5.28	12.28
3,812 WP	397.9	2.28	6.55	7.38	8.08	f 6.59	5.15	12.15
4,727 P	393.4	2.21	6.49	7.32	8.03	6.52	4.58	12.01PM
2,674 P	388.1	2.16	6.43	7.25	7.58	6.46	4.45	11.52AM
5,807 WYP	383.1	2.11	6.38	7.18	f 7.53	f 6.39	4.32	11.43
2,612 P	378.1	2.06	6.33	7.12	7.45	f 6.30	4.22	11.35
4,666 P	373.5	2.02	6.28	7.07	7.40	6.25	4.12	11.28
2,681 P	368.6	1.58	6.23	7.01	7.35	f 6.20	4.03	11.19
3,553 WP	363.0	1.53	6.17	6.55	7.29	f 6.14	3.50	11.03
2,702 P	357.5	1.47	6.10	6.49	7.23	f 6.07	3.37	10.50
4,525 P	352.0	1.42	6.03	6.43	7.16	5.59	3.25	10.38
2,698 P	347.0	1.35	5.53	6.35	7.09	f 5.50	3.05	10.25
3,647 P	342.4	1.30	5.47	6.29	7.04	5.45	2.55	10.16
5,045 P	338.7	1.27	5.42	6.25	7.00	f 5.41	2.45	10.10
WFYTOP	334.2	1.22AM	5.35AM	6.20AM	6.55AM	5.35PM	2.30AM	10.00AM

(2.42) 46.4 (3.20) 37.6 (3.10) 39.6 (3.00) 41.8 (3.15) 38.6 (6.00) 20.9 (5.00) 25.1 ..... 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. 104 will run only on the following dates: Due to leave Las Vegas on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

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

WESTWARD

SECOND SUBDIVISION

Table with columns for station, time, and class (Second Class, First Class). Includes stations like WFTYOP, 4,707 P, 2,656 P, etc.

Time Table No. 14

February 20, 1938

STATIONS

Table listing stations and distances from Salt Lake City, including LAS VEGAS, BOULDER JCT., PIERCE, etc.

Automatic Block Signals

Summary table for Westward service with columns for Thru Time and 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, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

SECOND SUBDIVISION

EASTWARD

Table with columns for station, time, and class (First Class, Second Class). Includes stations like WFTYOP, 4,707 P, 2,656 P, etc.

Time Table No. 14

February 20, 1938

STATIONS

Table listing stations and distances from First Street Los Angeles, including LAS VEGAS, BOULDER JCT., PIERCE, etc.

Automatic Block Signals

Summary table for Eastward service with columns for Thru Time and 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 Yermo on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and the last day of each month.

**WESTWARD**

**FIRST 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. 14	
	257	259	21	5	103	717	7		February 20, 1938	
	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Challenger Passenger	Passenger		STATIONS	
WFTYP			4.10PM	1.00PM	4.03AM	2.52AM	2.30AM	620.8	Automatic Blk. Sig's	
			4.18PM	1.08PM	4.11AM	3.05AM	2.45AM	625.4	DN-R YERMO BN	
			s 4.38	s 1.25	4.22	s 3.30	s 3.10	634.2	DN DACGETT H	
			s 6.50	s 3.37	s 6.17	s 6.00	s 5.45	715.3	BARSTOW BA	
			f 7.00	3.44	6.23	f 6.08	5.53	718.8	SAN BERNARDINO B	
I			7.10PM	3.55PM	6.35AM	6.20AM	6.05AM	725.1	COLTON	
WP	6.15PM	3.30PM	s 7.15	s 4.02	6.37	s 6.25	s 6.13	725.8	S.P. and A. T. & S. F. Crossings RIVERSIDE JCT. D. Trk.	
I								728.1	DN-R RIVERSIDE VN	
2,232 P	6.25	3.45	7.20	4.08	6.42	6.31	6.20	729.5	MAGNOLIA AVE (P.E. Csg.)	
3,158 P	6.33	3.55	7.24	4.12	6.46	6.35	6.25	733.5	STREETER	
YP	6.36	4.00	7.26	4.14	6.47	6.37	6.28	735.0	PEDLEY	
2,130 P	6.40	4.18	7.35	4.18	6.50	6.41	6.32	737.7	BLY	
1,988 P	6.47	4.40	7.39	4.23	6.53	6.46	6.38	741.6	MIRA LOMA	
								745.2	COLLINS	
3,464 WP	6.55	4.55	f 7.44	4.28	6.58	f 6.53	6.45	745.5	S. P. CROSSING	
I								745.6	DN ONTARIO RA	
3,024 P	7.00	5.02	7.48	4.32	7.01	6.57	6.50	747.8	S. P. CROSSING	
3,544 IP	7.22	5.10	7.51	4.37	7.03	7.03	6.55	750.3	SUNSWEEP	
2,520 WP	7.25	5.15	f 7.53	4.40	7.05	f 7.08	6.58	751.8	DN WO TOWER WO	
4,870 P	7.32	5.22	7.58	4.45	7.09	7.13	7.04	754.4	POMONA PO	
2,273 P	7.40	5.30	8.03	4.51	7.13	7.19	7.13	758.9	SPADRA	
2,945 P	7.48	5.40	8.08	4.57	7.17	7.27	7.22	763.4	WALNUT WA	
5,217 WP	7.53	5.46	8.13	5.02	7.20	7.32	7.27	766.3	ROWLAND	
2,654 P	8.00	5.55	8.17	5.07	7.24	7.39	7.34	769.6	HILGROVE BG	
			8.21	5.11	7.27	7.44	7.39	772.4	CLAYTON	
2,606 P	8.10	6.05	f 8.23	5.13	7.28	7.46	7.41	773.0	WHITTER JCT.	
4,687 P	8.15	6.10	f 8.28	5.16	7.30	7.50	7.45	774.8	DN PICO K	
			s 8.39	s 5.24	s 7.37	s 8.00	s 7.55	777.6	D MONTEBELLO MK	
								777.7	EAST LOS ANGELES	
WFTYOP	A 9.00PM	A 7.00PM	8.43	5.29	7.40	8.10	8.05	779.6	TELEGRAPH ROAD	
P						8.15	8.10	780.5	DN-R EAST YARD D	
						8.17	8.13	781.2	DOWNEY ROAD	
								781.4	SOTO ST. JCT. Dbl. Trk.	
								781.5	BRIDGE JCT.	
								781.8	REDONDO TOWER	
								782.4	SANTA FE AVE. S. P. Tr.	
			A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	783.9	WASHN. ST. JCT.	
								163.1	DN-R LOS ANGELES NG	

(2.45) (3.30) (4.50) (4.50) (3.57) (5.43) (6.00) ..... Thru Time  
19.6 15.4 33.7 33.7 41.3 28.5 27.2 ..... 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 Yermo on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.  
 The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains.  
 No. 7 will stop at Colton, Ontario, Pomona and Pico to let off revenue passengers from Salt Lake City and East.  
 No. 717 will stop at Pico to let off revenue passengers from Salt Lake City and East.  
 No. 21 will stop at any station in California to let off revenue passengers from Salt Lake City and East.  
 Time shown between Daggett and Riverside Jct. and at Central Station 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 by S. P. time-table and rules while using their tracks between Washington St. Jct. and Central Station.

**FIRST 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. 14	
	14	104	8	818	6	264	262		February 20, 1938	
	Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Time Freight	Time Freight		STATIONS	
WFTYP								163.2	Automatic Blk. Sig's	
	A 1.00PM	A 10.07PM	A 1.05AM	A 1.30AM	A 2.52AM			158.6	DN-R YERMO BN	
	12.52PM	10.00PM	12.57AM	1.22AM	2.45AM			150.4	DN DACGETT H	
	s 12.40PM	9.50	s 12.45AM	s 1.10AM	s 2.33			67.3	BARSTOW BA	
	s 10.20AM	s 8.08	s 10.25PM	s 10.35PM	s 12.22			64.5	SAN BERNARDINO B	
I	f 10.02	7.56	10.07	f 10.17	12.10AM			58.2	COLTON	
WP	9.52AM	7.48PM	9.57PM	10.07PM	11.59PM			57.5	S. P. and A. T. & S. F. Crossing RIVERSIDE JCT. D. Trk.	
I								55.2	DN-R RIVERSIDE VN	
2,232 P	9.36	7.42	9.42	9.51	11.49			53.8	MAGNOLIA AVE. P. E. Crossing	
3,158 P	9.32	7.38	9.37	9.45	11.44			49.8	STREETER	
YP	9.30	7.37	9.35	9.43	11.42			48.3	PEDLEY	
2,130 P	9.27	7.35	9.31	9.39	11.39			45.6	BLY	
1,988 P	9.23	7.32	9.26	9.34	11.35			38.1	MIRA LOMA	
								37.8	COLLINS	
3,464 WP	s 9.18	7.28	9.21	f 9.29	11.30			37.7	S. P. CROSSING	
I								35.5	DN ONTARIO RA	
3,024 P	9.13	7.25	9.16	9.24	11.27			33.0	S. P. CROSSING	
3,544 IP	9.10	7.22	9.13	9.20	11.24			32.0	SUNSWEEP	
2,520 WP	s 9.08	7.21	f 9.11	f 9.18	f 11.22			28.9	DN WO TOWER WO	
4,870 P	8.59	7.16	9.02	9.09	11.17			24.4	POMONA PO	
2,273 P	8.53	7.11	8.54	9.01	11.12			19.9	SPADRA	
2,945 P	8.47	7.06	8.47	8.54	11.07			17.0	WALNUT WA	
5,217 WP	8.43	7.03	8.42	8.49	11.04			13.7	ROWLAND	
2,654 P	8.38	7.00	8.37	8.44	11.00			10.9	HILGROVE BG	
	8.34	6.57	8.33	8.39	10.57			10.3	CLAYTON	
2,606 P	f 8.33	6.56	8.32	8.37	10.56			8.5	WHITTER JCT.	
4,687 P	8.29	6.54	8.28	8.33	10.54			5.7	DN PICO K	
	s 8.25	s 6.50	s 8.24	s 8.29	10.51			5.6	D MONTEBELLO MK	
								3.7	EAST LOS ANGELES	
WFTYOP		6.44	8.17	8.22	10.47			2.8	TELEGRAPH ROAD	
P								0.9	DN-R EAST YARD D	
								0.7	DOWNEY ROAD	
								0.2	SOTO ST. JCT. Dbl. Trk.	
								0.1	BRIDGE JCT.	
								0.3	REDONDO TOWER	
								0.6	SANTA FE AVE. S. P. Tr.	
								1.5	WASHN. ST. JCT.	
								164.3	DN-R LOS ANGELES NG	

(5.00) (3.37) (5.05) (5.25) (4.22) (2.05) (2.30)  
32.9 45.4 32.3 30.3 37.6 25.8 21.5

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 Los Angeles on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and the last day of each month.  
 The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains.  
 Time shown between Daggett and Riverside Jct. and at Central Station 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 by S. P. Co. time-table and rules while using their tracks between Washington St. Jct. and Central Station.  
 No. 8 will stop at Pico, Ontario and Colton to pick up revenue passengers for Salt Lake City and points East.  
 No. 818 will stop at Pico to pick up revenue passengers for Salt Lake City and points East.



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. 14 February 20, 1938			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. 14 February 20, 1938			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 Junc.	Time Table No. 14 February 20, 1938			Distance from Mammoth
		STATIONS						STATIONS						STATIONS			
		POWFY	0.0	DN				TINTIC	U	3.6				POWFY	0.0	DN	
	0.8		TINTIC WYE		2.8		0.8		TINTIC WYE		1.6	0.8	U. P. & 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												
					3.6						2.4			1.6			

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							
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 Outier	Time Table No. 14 February 20, 1938		Distance from Toplift	SECOND CLASS 416 Local Freight	
			STATIONS				
			3,503 PFWY	10.00AM			0.0
		1.9		S. L. & U. CROSSING	27.4		
		2.6		ROBERTS (Spur)	26.7		
	10.15	4.9		CLINTON	24.4		1.25
453		12.7		DAHL (Spur)	16.6		
		15.2		CEDAR FORT	14.1		
450		17.4		FLOYD (Spur)	11.9		
1,160	11.03	20.3		FAIRFIELD	9.0		12.37
845	11.15	23.6		5 MILE PASS	5.7		12.25
2,024 PYW	A 11.35AM	29.3		TOPLIFF	0.0		12.05PM
					29.3		
(1.35)						(1.35)	
18.5						18.5	

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 303 Mixed Daily Except Sunday	Distance from Caliente	Time Table No. 14 February 20, 1938		Distance from Pioche	SECOND CLASS 304 Mixed		
			STATIONS					
			PWFTY	7.30AM			0.0	DN-R
		6.0		PECK		26.7		
109		11.9		COMET (Spur)		20.8		
1,492	s	8.43	14.5	PANAOA		18.2	s	12.47
			20.4	WATER TANK		12.3		
1,051	s	9.18	21.4	DELMUES		11.3	s	12.12PM
737 WY	A	10.15AM	32.7	D	PIOCHE	RM	0.0	11.15AM
					32.7			
(2.45)						(2.45)		
11.9						11.9		

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTION—No. 303 is superior to No. 304.

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. 14 February 20, 1938			Distance from Frisco
		STATIONS			
		POWFTY	0.0	DN-R	
	2.0		MOSCOW		14.9
	6.2		HICKORY		10.7
621	9.9		SOLUS		7.0
388	16.9		FRISCO		0.0
					16.9

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

West'd—IRON MOUNTAIN BRANCH—East'd					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.	Distance from Iron Springs	Time Table No. 14 February 20, 1938			Distance from Iron Mountain	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Boulder Jct.	Time Table No. 14 February 20, 1938			Distance from Boulder City			
		STATIONS						STATIONS						
		WOYP	0.0	D				IRON SPRINGS	GS	14.7		PY	5.50AM	0.0
	3.9		DESERT MOUND		10.8	P	6.10	9.8		ROYSON	12.6		9.00	
2,089 Y	13.3		WYE		1.4	FPWY	A	6.40AM	22.4	D-R	BOULDER CITY	BC	0.0	8.30AM
1,445	14.7		IRON MOUNTAIN		0.0						22.4		Daily Except Sunday	
					14.7				(.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.

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. 14 February 20, 1938			Distance from Fillmore
		STATIONS			
		YWP	0.0	DN	
911	8.7		HARDING		23.5
931	15.5		McCORNICK		16.7
1,089	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

Westward—ST. THOMAS BRANCH—Eastward								
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS 311 Mixed Daily Except Sunday	Distance from Moapa	Time Table No. 14 February 20, 1938		Distance from St. Thomas	SECOND CLASS 312 Mixed		
			STATIONS					
			7,796 WY	11.30AM			0.0	DN-R
642	11.55AM	5.1		NARROWS		16.2		9.12
230	12.10PM	8.8		PUEBLO		12.5		8.57
534	12.16	10.2		LOGANDALE		11.1		8.51
253	12.26	12.8		TOKIO		8.5		8.40
612	12.36	14.8		OVERTON		6.5		8.30
		16.7		NEPAC (Spur)		4.6		
642 Y A	1.05PM	21.3	R	ST. THOMAS		0.0		8.00AM
					21.3			Daily Except Sunday
(1.35)						(1.35)		
13.5						13.5		

Westward—CEDAR 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 417 Local Freight Daily Except Sunday	Distance from Lund	Time Table No. 14 February 20, 1938		Distance from Cedar City	SECOND CLASS 418 Local Freight		
			STATIONS					
			YFWP	7.30AM			0.0	DN-R
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
		29.9		STOCK YARDS (Spur)		2.6		
1,440 LoopWP	A	9.30AM	32.5	DN-R	CEDAR CITY	CD	0.0	5.00AM
					32.5			Daily Except Sunday
(2.00)						(1.45)		
16.2						13.6		

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. 14 February 20, 1938	Distance from E. San Pedro
	0.0	<b>DOWNEY ROAD</b> 0.3	23.1
I-Tr P	0.3	DN <b>HOBART</b> A. T. and S. F. Crossing 0.5	22.8
I	0.8	<b>L. A. JCT. RY. CROSSING</b> 0.6	22.3
3,033 PW	1.4	<b>FRUITLAND</b> 0.9	21.7
	2.3	<b>P. E. CROSSING</b> 0.2	20.8
827 P	2.5	D <b>BELL</b> BL 2.1	20.6
PI	4.6	<b>SOUTH GATE</b> S. P. Crossing 2.0	18.5
717	6.6	<b>WORKMAN</b> 0.6	16.5
267 Spur	7.2	<b>RANOHO LOS AMIGOS</b> 1.2	15.9
	8.4	<b>P. E. CROSSING</b> 0.6	14.7
3,023	9.0	<b>OLEARWATER</b> 0.7	14.1
P	9.7	D <b>HYNES</b> HY 1.8	13.4
3,709 P	11.5	<b>RIOCO</b> 3.1	11.6
	14.6	<b>COTA</b> P. E. Crossing 1.7	8.5
4,635	16.3	<b>MANUEL</b> 2.6	6.8
	18.9	<b>THENARD</b> S. P. & P. E. Crossings 0.6	4.2
	19.5	<b>WILMINGTON</b> 0.9	3.6
	20.4	<b>BADGER AVE. DRAWBRIDGE</b> 1.0	2.7
PWTY	21.4	<b>TERMINAL ISLD.</b> 1.7	0.7
P	23.1	D <b>EAST SAN PEDRO</b> SR 23.1	0.0

**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 Bridge Jct.	Time Table No. 14 February 20, 1938	Distance from Pasadena
P	0.0	<b>BRIDGE JCT.</b> 0.5	12.0
	0.5	<b>NINTH ST. JCT.</b> 1.9	11.5
	2.4	<b>ALISO ST</b> 0.2	9.6
	2.6	<b>MACY ST.</b> 0.5	9.4
I	3.1	<b>ALHAMBRA AVE.</b> S. P. Crossing 1.7	8.9
392 Spur	4.8	<b>ROCK JCT.</b> 1.2	7.2
521	6.0	<b>SIGNAL</b> 1.5	6.0
	7.5	<b>HIGHLAND PARK</b> A. T. and S. F. Crossing 3.0	4.5
386 Spur	10.5	<b>RAYMOND</b> 0.7	1.5
	11.2	<b>CALIFORNIA ST.</b> 0.8	0.8
1,063	12.0	D <b>PASADENA</b> AD 12.0	0.0

**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 Whittier Jct.	Time Table No. 14 February 20, 1938	Distance from Anaheim
P	0.0	<b>WHITTIER JCT.</b> 2.3	20.0
1,087	2.3	D <b>WHITTIER</b> WR 7.4	17.7
996	9.7	D <b>LA HABRA</b> HA 0.8	10.3
I	10.5	<b>PAO. ELEC. CROSSING</b> 1.6	9.5
1,223	12.1	<b>VIEJO</b> 1.7	7.9
473	13.8	<b>SUNNY HILLS</b> 1.7	6.2
I	15.5	<b>A. T. &amp; S. F. CROSSING</b> 1.8	4.5
716	17.3	D <b>FULLERTON</b> RN 2.7	2.7
2,304 WT	20.0	D <b>ANAHEIM</b> MN 20.0	0.0

**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 Riverside Jct.	Time Table No. 14 February 20, 1938	Distance from End of Track
I	0.0	<b>RIVERSIDE JCT.</b> 0.3	9.3
P	0.3	<b>S. P. INTERCHANGE</b> 0.6	9.0
122 P	0.8	<b>HANCOCK</b> 0.2	8.5
	1.0	<b>FAIRMONT PARK</b> 0.3	8.3
926 Spur P	1.3	<b>ALAMO</b> 0.2	8.0
	1.5	<b>EL RIO</b> 0.7	7.8
174	2.2	<b>ALVARADO</b> 0.7	7.1
	2.9	<b>RANURA</b> 0.4	6.4
	3.3	<b>R. P. CEMENT CO. R. R. CROSSING</b> 0.2	6.0
WFP	3.5	<b>ORESTMORE</b> 2.8	5.8
333 Spur P	6.3	<b>BLOOMINGTON</b> S. P. Crossing 2.2	3.0
1,361 P	8.5	<b>POOLE</b> 0.5	0.8
	9.0	<b>RIALTO</b> A. T. and S. F. Crossing 0.3	0.3
	9.3	<b>END OF TRACK</b> 9.3	0.0

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 Rock Jct.	Time Table No. 14 February 20, 1938	Distance from Glendale
	0.0	<b>ROCK JCT.</b> A. T. and S. F. Crossing 3.6	5.4
97	3.6	<b>FOREST LAWN</b> 1.8	1.8
313	5.4	<b>GLENDALE</b> 5.4	0.0

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

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

**THE BALL RAILROAD TIME SERVICE.....CHICAGO**

R. V. Owens, General Supervisor.....	Omaha
Salt Lake City.....	Hubbard-Denn Company
Salt Lake City.....	H. B. Miller Co., 460 W. 2d South St.
Lehi.....	E. N. Webb
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, 6612 Pacific Blvd.
Los Angeles.....	I. B. Blake, 1238 E. 7th St.
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	NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha, Neb.	...	P. W. Lawler	Surgeon	Victorville, Cal.	Hesperia to Barstow.
Shuler Fagan	District Surgeon	Los Angeles, Cal.	...	J. E. Ballachey	Surgeon	Yermo, Cal.	Barstow to Calada.
Claude L. Davison	Surgeon	Los Angeles, Cal.	ALL	H. B. Slavin	Surgeon	Las Vegas, Nev.	Roach to Dry Lake.
Douglas L. Gammette	Surgeon	Los Angeles, Cal.	ALL	J. B. Demman	Surgeon	Caliente, Nev.	Crestline to Moapa.
R. A. Woodhull	Eye, Ear, Nose and Throat	Los Angeles, Cal.	ALL	J. W. Bergstrom	Surgeon	Cedar City, Utah	Cedar City to Avon.
Robert Belt	Consultant	Los Angeles, Cal.	ALL	M. J. McFarlane	Surgeon	Cedar City, Utah	Cedar City to Avon.
Sam S. Mathews	Consultant	Los Angeles, Cal.	ALL	R. R. Shannon	Surgeon	Milford, Utah	Crestline to Clear Lake.
William Leake	Consultant	Los Angeles, Cal.	ALL	W. H. Wright	Surgeon	Delta, Utah	Black Rock to Lynnndyl.
Wallace Dodge	Consultant	Los Angeles, Cal.	ALL	Steele Bailey, Jr.	Surgeon	Eureka, Utah	Boulter to Adams and Tintic District.
Chester Dixon	Surgeon	Santa Monica, Cal.	Santa Monica to Los Angeles.	J. H. Peck	Surgeon	Tooele, Utah	Warner to Lake Point.
B. E. Grant	Surgeon	Glendale and Hollywood, Cal.	Glendale and Hollywood to Los Angeles.	F. H. Beckstead	Surgeon	Nephi, Utah	Santaquin to Lynnndyl.
Homer Rickabaugh	Surgeon	Alhambra, Cal.	Alhambra to Los Angeles.	T. W. Allred	Surgeon	Nephi, Utah	Santaquin to Lynnndyl.
W. W. Woods	Surgeon	Monterey Park, Cal.	Monterey Park to Los Angeles.	L. D. Stewart	Surgeon	Payson, Utah	Spanish Fork to Sandy.
J. S. Hibben	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	F. W. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
C. C. Snyder	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	B. C. Linebaugh	Surgeon	Pleasant Grove, Utah	Draper to Vineyard.
J. P. Mortensen	Surgeon	Los Angeles, Cal.	Belvedere Gardens and East Yard.	J. F. Noyes	Surgeon	American Fork, Utah	American Fork to Toppliff.
Creswell Burns	Surgeon	Walnut Park, Cal.	Walnut Park to Los Angeles.	W. L. Smith	Eye, Ear, Nose and Throat	Salt Lake City, Utah	ALL
Russell Johnson	Surgeon	Compton, Cal.	Hynes to Walnut Park.	F. R. Slopansky	Eye, Ear, Nose and Throat	Salt Lake City, Utah	ALL
Ralph E. Eusden	Surgeon	Long Beach, Cal.	West Long Beach to Hynes.	F. J. Winget	Surgeon	Salt Lake City, Utah	ALL
Woodley Stellar	Surgeon	Wilmington, Cal.	San Pedro to West Long Beach.	W. M. Clinger	Surgeon	Salt Lake City, Utah	ALL
L. L. Hall	Surgeon	Montebello, Cal.	Montebello to Los Angeles.	O. J. LaBarge	Surgeon	Salt Lake City, Utah	ALL
R. V. Graves	Surgeon	Fullerton, Cal.	Fullerton to Anaheim.	Spencer Wright	Surgeon	Salt Lake City, Utah	ALL
Roger S. Palmer	Surgeon	Pomona, Cal.	Rowland to Ontario.	L. R. Cowan	Consultant	Salt Lake City, Utah	ALL
D. E. Hayhurst	Surgeon	Ontario, Cal.	Riverside to Pomona.	Reed Harrow	Consultant	Salt Lake City, Utah	ALL
W. W. Roblee	Surgeon	Riverside, Cal.	Colton to Ontario.				
F. E. Clough	Surgeon	San Bernardino, Cal.	Colton to Hesperia.				

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	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	38"	94.7	46"	78.3	54"	66.6	1' 2"	58.	1'10"	51.4	1'40"	36.	3'	20.
31"	116.1	39"	92.3	47"	76.6	55"	65.4	1' 3"	57.1	1'11"	50.7	1'45"	34.3	3'30"	17.1
32"	112.5	40"	90.	48"	75.	56"	64.2	1' 4"	56.2	1'12"	50.	1'50"	32.7	4'	15.
33"	109.1	41"	87.8	49"	73.5	57"	63.1	1' 5"	55.3	1'15"	48.	1'55"	31.3	5'	12.
34"	105.9	42"	85.7	50"	72.	58"	62.	1' 6"	54.5	1'20"	45.	2'	30.	6'	10.
35"	102.9	43"	83.7	51"	70.6	59"	61.	1' 7"	53.7	1'25"	42.8	2'15"	26.6	7'	8.6
36"	100.	44"	81.8	52"	69.2		60.	1' 8"	52.9	1'30"	40.	2'30"	24.	8'	7.5
37"	97.3	45"	80.	53"	67.9		59.	1' 9"	52.1	1'35"	37.9	2'45"	21.8	10'	6.

**SEE SPECIAL RULES FOR STATIONS AND SPURS NOT SHOWN IN THIS TIME-TABLE**