



5911

Mr. Lester G. Arellanes
UNION PACIFIC RAILROAD COMPANY
 - Bureau of Safety -
South-Central District

I.C.C.



Los Angeles Division
TIME-TABLE
No. 16

Effective Sunday
May 7, 1939

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 to Los Angeles Union Station	Time Table No. 16 May 7, 1939	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
259 Time Freight	257 Time Freight	5 Mall and Express	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mall and Express	264 Time Freight	262 Time Freight
Daily	Daily	Daily	★ See Note below	Daily	Daily	Daily	STATIONS									
7.30PM	6.30AM	11.25PM	6.10PM	10.05AM	10.00AM	1.15AM	SALT LAKE CITY	784.0	A 6.25AM	A 10.24AM	A 5.50PM	A 6.00PM	A 6.10PM	A 8.00AM	A 4.50AM	
8.24	7.40	11.51PM	6.29	10.37	10.27	1.38	GARFIELD	768.3	5.59	10.02	5.23	5.35	5.44	7.15	3.20	
9.19PM	8.35AM	12.15AM	6.49	11.12AM	10.59AM	2.05	WARNER	748.2	5.33	9.43	4.59	5.11	5.22	5.55	2.05AM	
2.15AM	12.15PM	2.05	8.07	1.30PM	1.15PM	4.10	LYNNDYL	665.9	3.18	8.23	3.01	3.15	3.39	2.15AM	10.15PM	
6.35	4.00	4.00	9.17	4.00	3.40	5.59	MILFORD	576.8	1.05	7.10	1.08	1.30	1.50	10.15PM	5.30	
7.54	5.04	4.44	9.44	4.46	4.28	6.44	LUND	541.4	12.15AM	6.44	12.17PM	12.41PM	1.01PM	8.15	2.45PM	
11.45AM	8.00	5.55	10.23PM	6.10	5.50	7.55	PT CALIENTE MT	459.5	10.02PM	5.04	10.10AM	10.45AM	11.05AM	5.00PM	10.45AM	
2.59PM	10.57PM	7.53	12.10AM	8.18	8.01	10.02	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	11.20 AM	LAS VEGAS	334.2	5.35	1.22AM	5.35	6.20	7.00	10.00	2.30AM	
8.30AM	12.15PM	1.00PM	4.03	2.52AM	2.30AM	3.45PM	YERMO	163.2	1.10	10.07PM	1.15	1.45	3.02	12.30AM	3.35PM	
9.10AM	1.00	1.25	4.22	3.30	3.10	4.15	BARSTOW	150.1	12.40PM	9.50	12.45AM	1.10AM	2.33	10.10PM	12.40PM	
2.45PM	5.45	3.37	6.16	6.00	5.45	6.25	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	6.35	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	6.52	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 8.45PM	LOS ANGELES	0.0	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM	
(48.80) 16.2	(39.30) 19.8	(19.25) 40.4	(14.50) 52.9	(23.30) 33.4	(23.30) 33.4	(20.30) 38.3	.....Thru Time.....	(21.25) 38.6	(14.54) 52.6	(20.50) 37.6	(20.55) 37.5	(18.40) 42.0	(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 294.2
Total.....1219.0

W. H. GUILD
General Manager

G. L. WHIPPLE
General Superintendent Transportation

F. C. PAULSEN, General Superintendent

H. H. LARSON, Superintendent Los Angeles, Cal.
E. MARKSHEFFEL Terminal Superintendent... Los Angeles, Cal.
G. C. FISH, Trainmaster..... Las Vegas, Nevada
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 }

Fourth, Fifth, Sixth and Provo Subdivisions and Branches
C. E. AYE, Chief Train Dispatcher
O. J. LANGSTON, Assistant Chief Train Dispatcher
J. C. HAYMOND, Assistant Chief Train Dispatcher

Second and Third Subdivisions and Branches
T. W. FRENCH, Chief Train Dispatcher
F. S. HIRSCH, Assistant Chief Train Dispatcher
V. G. HAM }
W. McCALL } Train Dispatchers,
A. L. GIFFORD } Las Vegas, Nev.
T. J. KELLY }
W. A. FERGUSON }

L. E. HALBERT }
L. G. CAMPBELL }
W. H. POWERS }
F. J. HOLDERMAN }
L. W. FLAHERTY } Train Dispatchers,
L. E. STORRS } Salt Lake City, Utah
E. R. GUYE }
E. C. BULLIS }
C. C. LOBACK }

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. 16 May 7, 1939		Distance from First Street Los Angeles	SECOND CLASS	
	93 Local Freight Daily	305 Mixed Daily		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	1.3 EIGHTH SOUTH ST.	798.7	1.30	5.35	
	11.30AM	f 2.50AM	12.6	4.5 DN SANDY BR	787.4	f 12.30PM	4.45PM	
2,488 PW	11.40	f 3.05	17.1	4.9 D DRAPER A	782.9	f 12.15PM	4.35	
373 P			22.0	2.5 RIDEOUT (Spur)	778.0			
3,655 West 3,453 East P	11.55AM	f 3.20	24.5	4.5 MOUNT	775.5	f 11.55AM	4.20	
3,503 WYP	12.10PM	f 3.30	29.0	1.5 CUTLER	771.0	f 11.30	4.05	
1,697 P	12.15	f 3.35	30.5	8.0 D LEHI HI	769.5	f 11.15	3.55	
2,245 P	12.22	f 3.42	33.5	0.5 D AMERICAN FORK AF	766.5	f 11.05	3.45	
			34.0	2.5 S. L. & U. CROSSING	766.0			
3,702 P	12.30	f 3.50	36.5	1.7 D PLEASANT GROVE GO	763.5	f 10.50	3.35	
1,379			38.2	2.7 HARDY (Spur)	761.8			
807			40.9	1.7 VINEYARD	759.1	f 10.35	3.25	
3,708 P	12.45	f 4.00	42.6	0.1 LAKEVIEW	757.4	f 10.25	3.15	
			42.7	4.6 D. & B. G. W. CROSSING	757.3			
FWPOTY	A 1.00PM	s 6.00	47.8	4.7 DN-R PROVO VO UR	752.7	s 10.15	3.00PM	
733		f 6.10	52.0	3.6 SPRINGVILLE	748.0	f 9.00		
1,601 P		f 6.20	55.6	2.8 D SPANISH FORK SF	744.4	f 8.47		
2,702 P		f 6.26	58.4	4.8 BENJAMIN	741.6	f 8.40		
2,647 PWY		f 6.45	63.2	4.2 D PAYSON CN	736.8	f 8.30		
545		f 6.55	67.4	1.9 BARRY	732.6	f 8.15		
2,686 P		f 7.00	69.3	2.7 SANTAQUIN	730.7	f 8.11		
1,431 P		f 7.06	72.0	6.0 YORK	728.0	f 8.05		
2,665 PW		f 7.18	78.0	3.6 STARR	722.0	f 7.50		
827		f 7.26	81.6	1.7 MONA	718.4	f 7.40		
2,214 P		f 7.35	83.8	5.9 BURRISTON	716.7	f 7.35		
2,650 PWY		f 8.15	89.2	7.2 D NEPHI NI	710.8	s 7.15		
2,712 P		f 8.35	96.4	4.6 SHARP	708.6	f 6.45		
290		f 8.50	101.0	2.7 LEVAN (Spur)	699.0	f 6.30		
2,679 PW		f 9.00	103.7	7.0 JUAB	696.8	f 6.20		
2,636 PW		f 9.20	110.7	8.2 MILLS	689.3	f 6.00		
1,310 P		f 9.40	118.9	2.1 PARLEY	681.1	f 5.40		
646 P		f 9.45	121.0	7.7 SOMA	679.0	f 5.30		
1,511 P		f 10.00	128.7	5.4 LEAMINGTON	671.3	f 5.15		
PFTWY	A 10.30AM	134.1	134.1	DN-R LYNNDYL NY	665.9	f 5.00AM		
				134.1		Daily	Daily	
	(2.30) 18.9	(8.30) 15.8	.....Time.....	(8.45) 15.3	(2.50) 16.7	.....Average Speed Per Hour.....	

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 with columns for Second Class (259, 257, 5, 583, 103, 581, 579, 717, 7, 577, 21) and First Class (5, 583, 103, 581, 579, 717, 7, 577, 21). Includes Time Table No. 16, May 7, 1939, and Stations from DN-R NORTH YARD to DN-R LYNN DYL NY.

Thru Time... Average speed per hour... (5.45) 20.5 (5.15) 22.5 (2.30) 47.2 (0.38) 28.4 (1.57) 60.6 (0.38) 28.4 (0.40) 27.0 (3.15) 36.3 (3.05) 33.3 (0.40) 27.0 (2.46) 42.7

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. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586. 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.

SIXTH SUBDIVISION

EASTWARD

Table with columns for First Class (14, 578, 104, 580, 582, 584, 8, 818, 6, 586) and Second Class (264, 262). Includes Time Table No. 16, May 7, 1939, and Stations from DN-R NORTH YARD to DN-R LYNN DYL NY.

Thru Time... Average Speed Per Hour... (3.07) 37.9 (1.00) 18.0 (2.01) 68.6 (1.00) 18.0 (0.55) 19.6 (1.25) 12.7 (2.49) 41.9 (2.45) 42.9 (2.31) 46.9 (0.54) 20.0 (5.45) 20.5 (6.35) 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. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586. Note: No. 104 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.

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. 16	
	257	259	103	717	7	21	5		May 7, 1939	
	Time Freight	Time Freight	Streamliner	Challenger	Passenger	Passenger	Mail and Express		STATIONS	
	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily			
PTWY	12.15PM	2.15AM	8.07PM	1.30PM	1.15PM	4.10AM	2.05AM	118.1	DN-R	LYNNDYL NY
3,507 P	12.25	2.30	8.12	1.38	1.22	4.17	2.11	123.7		5.6 CLINE
4,743 P	12.33	2.51	8.16	1.45	1.27	4.22	2.16	128.5		4.8 STRONG
2,448 PWY	12.42	3.05	8.22	s 1.53	f 1.34	s 4.32	2.23	134.6	DN	DELTA AK
3,628 P	12.50	3.15	8.26	1.59	1.40	s 4.38	2.31	139.6		5.0 OASIS
4,596 P	12.57	3.23	8.29	2.05	1.45	4.43	2.36	144.1		4.5 VAN
3,973 P	1.04	3.31	8.32	2.12	1.50	4.47	2.41	148.5		4.4 JEROME
3,987 P	1.11	3.40	8.35	2.27	1.55	f 4.52	2.46	153.0		4.5 CLEAR LAKE
4,553 P	1.20	3.50	8.38	2.33	2.00	4.57	2.51	158.1		5.1 NEELS
4,563 P	1.28	4.00	8.41	2.40	2.17	5.02	2.56	163.0		4.9 BORDEN
3,628 P	1.48	4.15	8.47	2.49	2.33	5.09	3.05	169.4		6.4 BLOOM
4,538 P	2.05	4.25	8.51	2.55	2.39	5.14	3.11	174.4		5.0 CRUZ
4,506 P	2.20	4.35	8.55	3.02	2.47	5.19	3.17	179.4		5.0 PUMICE
4,582 PW	2.30	4.45	8.59	3.09	2.54	f 5.24	3.23	184.6	D	BLACK ROCK KO
4,492 P	2.40	4.55	9.03	3.16	3.00	5.29	3.29	189.3		4.7 MALONE
3,600 P	2.50	5.05	9.07	3.23	3.07	5.34	3.34	194.3		5.0 READ
4,543 P	2.57	5.15	9.10	3.30	3.14	5.39	3.39	198.9		4.6 ZENDA
3,588 P	3.05	5.25	9.13	3.39	3.20	5.43	3.43	203.0		4.1 OPAL
PFWTYO	A 3.20PM	A 5.40AM	A 9.17PM	A 3.50PM	A 3.30PM	A 5.50AM	A 3.50AM	207.2	DN-R	MILFORD FD
										89.1

..... Thru Time
..... Average speed per hour

(3.05) 28.9 (3.25) 26.8 (1.10) 76.4 (2.20) 38.2 (2.15) 39.6 (1.40) 53.4 (1.45) 50.9

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.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

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. 16	
	262	264	14	104	8	818	6		May 7, 1939	
	Time Freight	Time Freight	Passenger	Streamliner	Passenger	Challenger	Mail and Express		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
PTWY	9.15PM	1.15AM	A 3.08AM	A 8.23AM	A 2.51PM	A 3.05PM	A 3.29PM	665.9	DN-R	LYNNDYL NY
3,507 P	9.00	1.01	2.58	8.16	2.43	2.58	3.22	660.3		5.6 CLINE
4,743 P	8.40	12.53	2.51	8.12	2.38	2.53	3.17	655.5		4.8 STRONG
2,448 PWY	8.22	12.42	s 2.42	8.07	f 2.30	s 2.46	s 3.10	649.4	DN	DELTA AK
3,628 P	8.00	12.28	f 2.31	8.02	2.22	2.40	3.03	644.4		5.0 OASIS
4,596 P	7.50	12.18	2.21	7.59	2.17	2.35	2.58	639.9		4.5 VAN
3,973 P	7.40	12.10AM	2.15	7.56	2.12	2.31	2.54	635.5		4.4 JEROME
3,987 P	7.30	11.59PM	f 2.09	7.53	2.05	2.27	2.50	631.0		4.5 CLEAR LAKE
4,553 P	7.15	11.48	2.02	7.50	2.00	2.22	2.45	625.9		5.1 NEELS
4,563 P	7.05	11.40	1.56	7.46	1.55	2.17	2.40	621.0		4.9 BORDEN
3,628 P	6.50	11.26	1.48	7.40	1.48	2.10	2.33	614.6		6.4 BLOOM
4,538 P	6.40	11.16	1.42	7.36	1.43	2.05	2.25	609.6		5.0 CRUZ
4,506 P	6.30	11.06	1.37	7.32	1.38	2.00	2.20	604.6		5.0 PUMICE
4,582 PW	6.20	10.57	f 1.31	7.28	1.33	1.55	2.15	599.4	D	BLACK ROCK KO
4,492 P	6.10	10.47	1.25	7.24	1.28	1.50	2.10	594.7		4.7 MALONE
3,600 P	6.00	10.39	1.20	7.20	1.23	1.45	2.05	589.7		5.0 READ
4,533 P	5.50	10.32	1.15	7.17	1.18	1.40	2.00	585.1		4.6 ZENDA
3,588 P	5.40	10.25	1.11	7.14	1.14	1.36	1.56	581.0		4.1 OPAL
PFWTYO	5.30PM	10.15PM	1.05AM	7.10AM	1.08PM	1.30PM	1.50PM	576.8	DN-R	MILFORD FD
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			89.1

Thru Time (2.03) (1.13) (1.43) (1.35) (1.39) (3.45) (3.00)
Average speed per hour..... 43.5 73.2 51.9 56.3 54.0 33.8 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. 16 May 7, 1939			
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express		STATIONS			
	Daily	Daily	★See note below	Daily	Daily	Daily	Daily					
PTFWO	4.00PM	6.35AM	9.17PM	4.00PM	3.40PM	5.59AM	4.00AM	207.2	DN-R	MILFORD	FD	
5,103 P	4.12	7.04	9.22	4.07	3.48	6.06	4.06	212.3		5.1	UPTON	
4,987 P	4.20	7.12	9.26	4.13	3.55	6.11	4.11	217.4		5.1	LAHO	
4,948 PW	4.29	7.20	9.29	4.19	4.01	6.16	4.16	222.4		5.0	THERMO	
4,593 P	4.39	7.30	9.34	4.26	4.10	6.23	4.23	229.2		6.8	NADA	
5,105 P	4.47	7.38	9.37	4.31	4.15	6.28	4.28	233.5		4.3	LATIMER	
4,639 P	4.55	7.45	9.40	4.36	4.20	6.33	4.33	238.2		4.7	KERR	
4,160 PFWY	5.04	7.54	9.44	f 4.46	f 4.28	f 6.44	s 4.44	242.6	DN	5.0	LUND	UN
3,624 P	5.12	8.02	9.48	4.53	4.35	6.51	4.51	247.6		4.9	FORD	
4,762 P	5.20	8.10	9.51	4.59	4.41	6.56	4.56	252.5		4.8	ZANE	
3,619 PW	5.28	8.18	9.55	5.04	4.46	7.01	5.01	257.3		5.6	BERYL	
3,608 P	5.36	8.26	9.59	5.10	4.53	7.07	5.07	262.9		5.3	YALE	
4,593 P	5.44	8.34	10.03	5.16	4.59	7.13	5.13	268.2		6.0	HEIST	
4,853 FWYP	5.57	8.45	10.08	5.28	5.12	f 7.23	f 5.20	274.2	DN	3.9	MODENA	NA
3,575 P	6.05	8.53	10.11	5.33	5.17	7.29	5.24	278.1		4.7	TOMAS	
3,649 P	6.12	9.00	10.15	5.39	5.23	7.34	5.29	282.8		3.4	UVADA	
2,510 P	6.20	9.08	10.19	5.46	5.30	7.39	5.33	286.2		4.1	LIEN	
5,507 PY	6.29	9.17	10.27	5.55	5.40	7.47	5.41	290.3	DN	4.4	CRESTLINE	NE
4,746 P	6.40	9.27	10.33	6.01	5.45	7.52	5.54	294.7		4.7	BROWN	
3,615 PW	6.51	9.38	10.40	6.07	5.51	7.58	6.00	299.4		6.0	ACOMA	
3,588 P	7.06	9.53	10.48	6.16	6.00	8.06	6.09	305.4		3.3	BARCLAY	
4,947 PY	7.16	10.01	10.54	6.23	6.07	8.13	6.15	308.7	D	6.9	ISLEN	SN
4,454 P	7.40	10.26	11.08	6.41	6.25	8.29	6.31	315.6		4.1	MINTO	
4,836 P	7.50	10.53 11.12	11.14	6.47	6.31	8.35	6.37	319.7		4.8	ECCLES	
PFWYT	A 8.00PM	A 11.45AM	S 11.23PM	A 6.55PM	A 6.40PM	A 8.43AM	A 6.45AM	324.5	DN-R	4.8	CALIENTE	CS

(4.00) 29.3 (5.10) 22.7 (2.06) 56.0 (2.55) 40.2 (3.00) 39.1 (2.44) 42.9 (2.45) 42.7 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 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.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

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. 16 May 7, 1939			
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger		STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
PTFWO	4.30PM	9.35PM	A 7.10AM	A 12.58PM	A 1.20PM	A 1.40PM	A 12.55AM	576.8	DN-R	5.1	MILFORD	FD
5,103 P	4.12 3.48	9.22	7.04	12.51	1.13	1.34	12.47	571.7		5.1	UPTON	
4,987 P	3.28	8.58	7.01	12.46	1.08	1.29	12.42	566.6		5.0	LAHO	
4,948 PW	3.20	8.50	6.58	12.41	1.03	1.24	12.37	561.6		6.8	THERMO	
4,593 P	3.12	8.38	6.53	12.34	1.03	1.24	12.30	554.8		4.3	NADA	
5,105 P	3.05	8.30	6.50	12.29	1.12	1.12	12.25	550.5		4.7	LATIMER	
4,639 P	2.55	8.22	6.47	12.24	1.07	1.07	12.20	545.8		4.4	KERR	
4,160 PFWY	2.45	8.15	6.44	f 12.17	f 12.41	s 1.01	s 12.15	541.4	DN	5.0	LUND	UN
3,624 P	2.30	8.05	6.39	12.07	1.07	1.07	12.15	536.4		4.9	FORD	
4,762 P	2.20	7.57	6.36	12.02PM	1.07	1.07	12.15	531.5		4.8	ZANE	
3,619 PW	2.10	7.49	6.32	11.57AM	1.07	1.07	12.15	526.7		5.6	BERYL	
3,608 P	1.59	7.39	6.28	11.51	1.07	1.07	12.15	521.1		5.3	YALE	
4,593 P	1.51	7.32	6.24	11.45	1.07	1.07	12.15	515.8		6.0	HEIST	
4,853 FWYP	1.42	7.20	6.19	11.38	1.06	f 12.26	f 11.36	509.8	DN	3.9	MODENA	NA
3,575 P	1.32	7.12	6.16	11.32	1.06	1.06	12.22	505.9		4.7	TOMAS	
3,649 P	1.22	7.05	6.12	11.27	1.06	1.06	12.22	501.2		3.4	UVADA	
2,510 P	1.16	6.59	6.08	11.22	1.06	1.06	12.22	497.8		4.1	LIEN	
5,507 PY	1.05	6.52	6.00	11.14	1.06	1.06	12.05PM	493.7	DN	4.4	CRESTLINE	NE
4,746 P	1.05	6.40	5.54	11.05	1.06	1.06	11.59AM	489.3		4.7	BROWN	
3,615 PW	1.05	6.30	5.47	10.58	1.06	1.06	10.57	484.6		6.0	ACOMA	
3,588 P	1.05	6.20	5.39	10.49	1.06	1.06	11.42	478.6		3.3	BARCLAY	
4,947 PY	1.05	6.10	5.33	10.43	1.06	1.06	10.36	475.3	D	6.9	ISLEN	SN
4,454 P	1.05	6.00	5.19	10.26	1.06	1.06	10.19	468.4		4.1	MINTO	
4,836 P	1.05	5.50	5.13	10.18	1.06	1.06	10.11	464.3		4.8	ECCLES	
PFWYT	10.45AM	5.00PM	5.04AM	10.10AM	10.45AM	11.05AM	10.02PM	459.5	DN-R	4.8	CALIENTE	CS

Thru Time..... (2.06) 56.0 (2.48) 41.9 (2.35) 45.4 (2.35) 45.4 (2.58) 40.6 (5.45) 20.4 (4.35) 25.6
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 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 siding in feet in the clear and location of water, fuel, interlocking stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 16 May 7, 1939	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express			
	Daily	Daily	★See note below	Daily	Daily	Daily	Daily			
WFYTP	8.00PM	11.45AM	10.23PM	6.10PM	5.50PM	7.55AM	5.55AM	324.5	DN-R CALIENTE CS	
4,607 P	8.12	12.02PM	10.30	6.18	5.58	8.03	6.02	329.5	ETNA 5.0	
3,607 P	8.32	12.15	10.38	6.26	6.07	8.11	6.09	334.5	STINE 4.8	
4,889 P	8.47	12.30	10.46	6.34	6.15	8.25	6.16	339.1	BOYD 6.5	
3,589 WP	9.01	12.45	10.57	f 6.45	6.26	f 8.37	6.26	345.6	ELGIN 4.3	
2,735 P	9.12	12.57	11.04	6.53	6.32	8.45	6.34	349.9	KYLE 5.0	
3,641 YP	9.23	1.09	11.12	7.01	6.39	8.55	6.42	354.9	LEITH 5.1	
2,617 P	9.31	1.30	11.17	7.08	6.45	9.02	6.49	360.0	CLOUD 4.9	
3,418 WFP 2,476	9.39	1.40	11.22	f 7.16	6.53	f 9.09	6.54	364.9	DN CARP CA	
4,792 P	9.50	1.51	11.31	7.25	7.02	9.18	7.03	370.5	VIGO 5.8	
3,623 P	10.02	2.03	11.39	7.39	7.15	9.27	7.13	375.5	GALT 5.6	
2,690 P	10.16	2.17	11.48	7.49	7.28	9.36	7.25	381.1	HOYA 5.0	
3,812 WP	10.31	2.32	11.54	7.58	7.38	9.43	7.38	386.1	ROX 4.5	
4,727 P	10.41	2.42	11.59PM	8.04	7.47	9.49	7.43	390.6	FARRIER 5.3	
2,674 P	10.50	2.51	12.05AM	8.11	7.54	9.55	7.48	395.9	ACTON 5.0	
5,807 WYP	10.57	2.59	12.10	f 8.18	f 8.01	f 10.02	f 7.53	400.9	DN MOAPA MA	
2,612 P	11.21	3.08	12.15	8.26	8.08	10.10	7.58	405.9	BYRON 4.6	
4,666 P	11.30	3.16	12.19	8.32	8.14	10.16	8.03	410.5	UTE 4.9	
2,681 P	11.38	3.25	12.23	8.38	8.19	10.21	8.08	415.4	CRYSTAL 5.6	
3,553 WP	11.48PM	3.40	12.28	8.45	8.26	10.28	8.14	421.0	DRY LAKE 5.5	
2,702 P	12.01AM	3.55	12.34	8.52	8.33	10.35	8.21	426.5	GARNET 5.5	
4,525 P	12.10	4.10	12.41	8.59	8.41	10.43	8.28	432.0	APEX 5.0	
2,698 P	12.18	4.20	12.47	9.05	8.47	10.49	8.34	437.0	DIKE 4.6	
3,647 P	12.25	4.30	12.51	9.10	8.52	10.54	8.39	441.6	VALLEY 3.7	
5,045 P	12.33	4.40	12.54	9.15	8.56	10.58	8.43	445.8	WANN 4.5	
WFYTOP	A 12.45AM	A 5.00PM	A 1.01AM	A 9.25PM	A 9.05PM	A 11.05AM	A 8.50AM	449.8	DN-R LAS VEGAS VG	
	(4.45) 26.3	(5.15) 23.9	(2.38) 47.6	(3.15) 38.5	(3.15) 38.5	(3.10) 39.6	(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.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

THIRD SUBDIVISION

EASTWARD

Length of siding in feet in the clear and location of water, fuel, interlocking plants, turn-out stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 16 May 7, 1939	STATIONS
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WFYTP	8.30AM	3.00PM	4.04AM	8.55AM	9.30AM	9.55AM	8.50PM	459.5	DN-R CALIENTE CS	
4,607 P	8.03	2.45	3.56	8.44	9.21	9.45	f 8.40	454.5	ETNA 5.0	
3,607 P	7.45	2.33	3.48	8.34	9.12	9.35	f 8.32	449.5	STINE 4.6	
4,889 P	7.30	2.20	3.40	8.25	9.04	9.25	8.22	444.9	BOYD 6.5	
3,589 WP	7.15	2.05	3.29	8.13	8.52	9.14	f 8.11	438.4	ELGIN 4.3	
2,735 P	7.00	1.52	3.22	8.05	8.45	9.04	f 8.02	434.1	KYLE 5.0	
3,641 YP	6.42	1.40	3.13	7.56	8.36	8.55	f 7.53	429.1	LEITH 5.1	
2,617 P	6.30	1.30	3.07	7.48	8.29	8.49	7.47	424.0	CLOUD 4.9	
3,418 WFP 2,476	6.20	1.20	3.01	7.40	8.22	8.43	f 7.40	419.1	DN CARP CA	
4,792 P	5.58	12.55	2.52	7.23	8.04	8.30	7.25	418.5	VIGO 5.8	
3,623 P	5.43	12.42	2.43	7.13	7.55	8.22	f 7.15	408.5	GALT 5.6	
2,690 P	5.28	12.28	2.34	7.03	7.46	8.14	f 7.06	402.9	HOYA 5.0	
3,812 WP	5.15	12.15	2.28	6.55	7.38	8.08	f 6.59	397.9	ROX 4.5	
4,727 P	4.58	12.01PM	2.21	6.49	7.32	8.03	6.52	393.4	FARRIER 5.3	
2,674 P	4.45	11.52AM	2.16	6.43	7.25	7.58	6.46	388.1	ACTON 5.0	
5,807 WYP	4.32	11.43	2.11	6.38	7.18	f 7.53	f 6.39	383.1	DN MOAPA MA	
2,612 P	4.22	11.35	2.06	6.33	7.12	7.47	f 6.30	378.1	BYRON 4.6	
4,666 P	4.12	11.28	2.02	6.28	7.07	7.43	6.25	373.5	UTE 4.9	
2,681 P	4.03	11.19	1.58	6.23	7.01	7.38	f 6.20	368.6	CRYSTAL 5.6	
3,553 WP	3.50	11.05	1.53	6.17	6.55	7.32	f 6.14	363.0	DRY LAKE 5.5	
2,702 P	3.37	10.55	1.47	6.10	6.49	7.26	f 6.07	357.5	GARNET 5.5	
4,525 P	3.25	10.43	1.42	6.03	6.43	7.19	5.59	352.0	APEX 5.0	
2,698 P	3.05	10.25	1.35	5.53	6.35	7.13	f 5.50	347.0	DIKE 4.6	
3,647 P	2.55	10.16	1.30	5.47	6.29	7.09	5.45	342.4	VALLEY 3.7	
5,045 P	2.45	10.10	1.27	5.42	6.25	7.05	f 5.41	338.7	WANN 4.5	
WFYTOP	2.30AM	10.00AM	1.22AM	5.35AM	6.20AM	7.00AM	5.35PM	334.2	DN-R LAS VEGAS VG	
	(6.00) 20.9	(5.00) 25.1	(2.42) 46.4	(3.20) 37.6	(3.10) 39.6	(2.55) 43.0	(3.15) 38.6	.....	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. 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

Length of siding 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	5 Mail and Express Daily	103 Streamliner Passenger Daily *See note below	
	WFTYOP	8.00PM	3.00AM	9.40PM	9.20PM	11.20AM	9.00AM		1.06AM	449.8
4.707 P	8.15	3.15	9.48	9.28	11.28	9.08	1.13	454.7
2.656 P	8.25	3.23	9.55	9.35	11.34	9.14	1.19	459.4
3.325 WP	8.33	3.28	10.00	9.40	11.38	9.17	1.21	461.5
2.659 P	8.40	3.36	10.03	9.44	11.42	9.20	1.24	463.7
3.819 P	8.55	3.54	10.11	9.52	11.50	9.28	1.32	469.0
4.688 P	9.10	4.08	10.20	10.01	11.59AM	9.36	1.40	474.7
2.599 P	9.18	4.15	10.24	10.05	12.04PM	9.41	1.43	478.3
3.304 P	9.30	4.39	10.29	10.10	12.10	9.46	1.47	482.9
4.811 P	9.40	4.51	10.34	10.15	12.16	9.51	1.50	487.7
3.357 P	9.55	5.07	10.39	10.20	12.21	9.56	1.53	492.3
4.784 P	10.05	5.25	10.44	10.25	12.26	10.01	1.56	496.8
3.761 WFP	10.37	5.42	10.49	10.37	12.35	10.06	2.00	501.5
4.641 P	10.53	5.53	10.58	10.45	12.44	10.11	2.05	506.5
4.785 P	11.15	6.05	11.05	10.53	12.52	10.17	2.11	511.9
4.727 WP	11.30PM	6.15	11.13	11.01	1.00	10.23	2.17	516.5
4.601 P	12.10AM	6.25	11.21	11.09	1.08	10.29	2.23	521.1
4.719 P	12.30	6.35	11.29	11.17	1.16	10.35	2.29	526.0
2.388 } YP 4.601 }	12.45	6.50	11.36	11.26	1.23	10.40	2.35	529.8
4.376 WP	1.05	7.15	11.54PM	11.32	1.29	10.48	2.40	533.8
4.236 P	1.15	7.25	12.01AM	11.46	1.34	10.55	2.43	536.9
4.236 P	1.40	7.50	12.08	11.52	1.40	11.03	2.47	540.6
4.256 P	1.55	8.05	12.15	11.59PM	1.47	11.12	2.51	544.9
6.780 } WF 3.521 } YP	2.10	8.25	12.30	12.12AM	2.00	11.25	2.55	548.5
5.339 P	2.17	8.35	12.36	12.18	2.05	11.30	2.59	553.4
4.954 P	2.33	8.45	12.41	12.23	2.10	11.35	3.03	558.1
4.355 P	2.53 3.06	8.55	12.46	12.27	2.14	11.39	3.06	562.1
4.635 WP	3.30	9.10	12.51	12.32	2.18	11.44	3.09	566.4
4.796 P	3.58	9.20	12.57	12.38	2.23	11.50	3.13	572.1
2.602 P	4.10	9.30	1.03	12.44	2.28	11.55	3.17	577.2
4.670 IP	4.15	9.35	f 1.06	12.48	f 2.31	11.58AM	3.19	579.7
2.661 P	4.20	9.40	1.09	12.51	2.34	12.01PM	3.21	582.1
4.788 P	4.40	9.50	1.16	12.58	2.41	12.07	3.26	587.1
2.394 P	5.10	10.05	1.24	1.06	2.51	12.14	3.32	592.5
4.753 P	5.35	10.20	1.31	1.13	2.59	12.20	3.38	596.7
4.763 P	5.55	10.35	1.39	1.21	3.07	12.26	3.45	601.8
3.025 P	6.15	10.50	1.48	1.33	3.13	12.31	3.49	606.2
5.002 WP	6.30	11.00	1.53	1.41	3.19	12.36	3.53	610.7
3.189 P	6.40	11.10	2.15	1.52	3.25	12.42	3.57	615.7
WFTYP	A 7.00AM	A 11.30AM	A 2.30AM	A 2.15AM	A 3.35PM	A 12.50PM	A 4.03AM	620.8

Time Table No. 16
May 7, 1939

STATIONS

DN-R LAS VEGAS VG
4.9
BRACKEN
2.3
BOULDERJCT.
2.4
PIERCE
2.1
DN ARDEN A
2.2
BARD
5.3
D SLOAN SX
5.7
ERIE
5.6
SUTOR
4.6
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
N DESERT NS
5.0
D 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. Cr.) 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

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

Thru Time (11.00) (8.30) (4.50) (4.55) (4.15) (3.50) (2.57) Thru Time
Average speed per hour 15.5 20.1 35.4 34.8 40.2 44.6 58.0

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. 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. 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. 21 will stop at any station in California to let off revenue passengers from Salt Lake and points East.

SECOND SUBDIVISION

EASTWARD

Length of siding 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	
		8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	104 Streamliner Passenger	264 Time Freight	262 Time Freight
		WFTYOP	334.2	A 5.25AM	A 6.05AM	A 6.50AM	A 5.20PM	A 1.17AM	A 8.30AM	A 12.30AM
4.707 P	329.3	5.16	5.55	6.42	5.10	1.11	8.17	12.15
2.650 P	327.0							
3.325 WP	324.6	5.11	5.50	6.37	5.05	1.07	8.05	12.07
2.659 P	322.5	5.09	5.47	6.34	f 5.02	1.05	7.57	12.02AM
3.819 P	320.3	5.06	5.44	6.31	4.59	1.03	7.52	11.57PM
4.688 P	315.0	4.59	5.37	6.24	f 4.51	12.57	7.40	11.42
2.599 P	309.3	4.51	5.29	6.15	4.42	12.51	7.25	11.27
3.304 P	305.7	4.45	5.23	6.10	4.36	12.48	7.15	11.12
4.811 P	301.1	4.39	5.17	f 6.04	f 4.30	12.44	7.05	11.00
3.357 P	296.3	4.34	5.12	5.58	4.23	12.40	6.55	10.34 10.15
4.784 P	291.7	4.29	5.07	5.52	4.17	12.36	6.45	9.55
3.761 WFP	287.2	4.24	5.02	5.47	4.12	12.32	6.35	9.43
4.641 P	282.5	4.19	4.57	5.42	4.07	12.28	6.25	9.15
4.785 P	277.5	4.13	4.51	f 5.36	f 4.01	12.23	6.15	8.59
4.727 WP	272.1	4.07	4.45	5.30	3.54	12.18	6.05	8.50
4.691 P	267.5	4.02	4.40	5.25	f 3.48	12.14	5.57	8.40
4.719 P	262.9	3.57	4.35	5.20	3.42	12.10	5.50	8.30
2.388 } YP 4.601 }	268.0	3.52	4.30	5.15	3.35	12.06	5.42	8.20
4.376 WP	264.2	3.47	4.25	5.10	f 3.30	12.03AM	5.35	8.10
4.236 P	260.2	3.37	4.12	5.01	3.19	11.54PM	5.20	7.50
4.236 P	247.1	3.29	4.02	4.54	3.10	11.46	5.07	7.35
4.256 P	243.4	3.19	3.50	4.46	3.00	11.37	4.57	7.15
6.780 } WF 3.521 } YP	239.1	3.09	3.37	4.39	2.49	11.26	4.45	7.00
5.339 P	235.5	s 2.55	s 3.25	s 4.30	s 2.40	11.18	4.30	6.45
4.954 P	230.6	2.40	3.09	4.19	2.24	11.11	4.00	6.22
4.355 P	225.9	2.33	3.03	4.14	2.19	11.06	3.50	6.10
4.635 WP	221.9	2.27	2.53	4.09	2.14	11.02	3.40	5.55
4.796 P	217.6	2.21	2.48	4.04	2.09	10.58	3.30	5.45
2.602 P	211.9	2.14	2.42	3.58	2.02	10.53	3.13	5.30
4.670 IP	206.8	2.08	2.37	3.52	1.57	10.49	2.45	5.18
2.661 P	204.3	2.05	2.34	f 3.49	1.54	10.47	2.40	5.13
4.788 P	201.9	2.02	2.31	3.46	f 1.51	10.45	2.36	5.08
2.394 P	198.9	1.57	2.26	3.40	1.46	10.40	2.26	4.58
4.753 P	191.5	1.50	2.19	3.32	f 1.39	10.34	1.50	4.48
4.763 P	187.3	1.45	2.14	3.26	1.33	10.30	1.31 1.13	4.36
3.025 P	182.4	1.39	2.08	3.21	f 1.28	10.25	1.01	4.25
5.002 WP	177.8	1.33	2.03	3.16	1.24	10.21	12.53	4.12
3.189 P	173.3	1.28	1.58	3.12	1.20	10.17	12.46	4.02
WFTYP	168.3	1.22	1.52	3.07	1.15	10.13	12.38	3.50
DN-R YERMO BN	163.2	1.15AM	1.45AM	3.02AM	1.10PM	10.07PM	12.30AM	3.35PM
		Daily	Daily	Daily	Daily	*See note below	Daily	Daily

Thru Time (4.10) (4.20) (3.48) (4.10) (3.10) (8.00) (8.55)
Average speed per hour 41.0 39.5 45.0 41.0 54.0 21.4 19.3

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. 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. 14 will stop at Crucero on Monday, Wednesday and Saturday.

WESTWARD

FIRST 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
	257	259	21	5	103	717	7	
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger *See note below	Challenger Passenger Daily	Passenger Daily	
WFTYP			3.45PM	1.00PM	4.03AM	2.52AM	2.30AM	620.8
			3.53PM	1.08PM	4.11AM	3.05AM	2.45AM	625.4
			s 4.15	s 1.25	4.22	s 3.30	s 3.10	634.2
			s 6.25	s 3.37	6.16	s 6.00	s 5.45	715.0
			f 6.35	3.44	6.23	f 6.08	5.53	718.5
I			6.45PM	3.55PM	6.35AM	6.20AM	6.05AM	724.8
WP	6.15PM	3.30PM	s 6.52	s 4.02	6.37	s 6.25	s 6.13	725.5
I								727.8
2,232 P	6.25	3.45	6.57	4.08	6.42	6.31	6.20	729.2
3,158 P	6.33	3.55	7.01	4.12	6.46	6.35	6.25	733.2
YP	6.36	4.00	7.03	4.14	6.47	6.37	6.28	734.7
2,130 P	6.40	4.18	7.07	4.18	6.50	6.41	6.32	737.4
1,986 P	6.47	4.40	7.12	4.23	6.53	6.46	6.38	741.3
								744.9
3,464 WP	6.55	4.55	f 7.17	4.28	6.58	f 6.53	6.45	745.2
I								745.8
3,024 P	7.00	5.02	7.25	4.32	7.01	6.57	6.50	747.5
3,544 IP	7.22 7.28	5.10	7.28	4.34	7.03	7.03	6.55	750.0
2,520 WP	7.35	5.15	f 7.30	4.36	7.05	f 7.08	6.58	751.0
4,870 P	7.40	5.22	7.35	4.41	7.09	7.13	7.04	754.1
2,273 P	7.47	5.30	7.40	4.47	7.13	7.19	7.13	758.6
2,945 P	7.55	5.40	7.45	4.53	7.17	7.27	7.22	763.1
5,217 WP	8.00	5.46	7.48	4.58	7.20	7.32	7.27	766.0
2,654 P	8.05	5.55	7.51	5.03	7.24	7.39	7.34	769.3
P	8.12	6.01	7.55	5.07	7.27	7.44	7.39	772.1
2,606 P	8.15	6.05	f 7.57	5.09	7.28	7.46	7.41	772.7
4,687 P	8.29 8.35	6.10	7.59	5.11	7.30	7.50	7.45	774.5
			s 8.08	s 5.18	s 7.37	s 8.00	s 7.55	777.3
			6.25					777.4
WFTYOP	A 9.00PM	A 7.00PM	8.12	5.26	7.40	8.07	8.02	779.3
P			8.15	5.28	7.42	8.10	8.05	780.2
			8.18	5.30	7.44	8.12	8.07	780.8
			8.22	5.33	7.46	8.15	8.10	781.3
								783.0
								783.4
I			8.35	5.40	7.53	8.25	8.20	783.9
I								784.0
PI			A 8.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	784.7

Time Table No. 16
May 7, 1939

STATIONS

Automatic Blk. Sig'l's	DN-R YERMO	BN	4.6
	DN DACGETT	H	8.8
	BARSTOW	BA	80.8
	SAN BERNARDINO	B	82.8
	COLTON		83.5
	COLTON		83.8
	S. P. and A. T. & S. F. Crossings		
	RIVERSIDE JCT.	D. Track	0.7
	DN-R RIVERSIDE	VN	2.3
	MAGNOLIA AVE. (P. E. Csg.)		1.4
	STREETER		4.0
	PEDLEY		1.5
	BLY		2.7
	MIRA LOMA		3.9
	COLLINS		3.6
	S. P. CROSSING		0.3
	DN ONTARIO	RA	0.1
	S. P. CROSSING		2.2
	SUNSWET		2.5
	DN WO TOWER	WO	1.0
	S. P. Crossing		3.1
	POMONA (P. E. Csg.)	PO	4.5
	SPADRA		4.5
	D WALNUT	WA	4.5
	ROWLAND		2.9
	D HILLGROVE	BG	3.3
	CLAYTON		2.8
	WHITTIER JCT.		0.6
	DN PICO	K	1.8
	D MONTEBELLO	MK	2.8
	EAST LOS ANGELES		0.1
	TELEGRAPH ROAD		1.9
	DN-R EAST YARD	D	0.9
	DOWNEY ROAD		0.6
	SOTO ST. JCT.		0.5
	NINTH ST. JCT.		1.7
	FIRST ST.		0.4
	ALISO ST. (P. E. CSG.)		0.5
	PASADENA JCT.		0.1
	A. T. & S. F. CSG.		0.7
	DN-R LOS ANGELES	UD	
	Union Station		163.9

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne. No. 103 will stop at San Bernardino to let off passengers.

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. 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. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits.

FIRST SUBDIVISION

EASTWARD

Time Table No. 16
May 7, 1939

STATIONS

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	WFTYP	Automatic Blk. Sig'l's	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
				14	104	8	818	6	264	262
				Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mail and Express	Time Freight	Time Freight
			163.2	A 1.00PM	A 10.07PM	A 1.05AM	A 1.30AM	A 2.52AM		
			158.6	12.52PM	10.00PM	12.57AM	1.22AM	2.45AM		
			150.1	s 12.40PM	9.50	s 12.45AM	s 1.10AM	s 2.33		
			67.3	s 10.20AM	s 8.08	s 10.25PM	s 10.35PM	s 12.22		
			64.5	f 10.02	7.56	10.07	f 10.17	12.10AM		
	I		58.2	9.52AM	7.48PM	9.57PM	10.07PM	11.59PM		
	WP		57.5	s 9.50	7.47	s 9.55	s 10.05	s 11.57	A 2.35PM	A 2.00AM
	I		55.2							
2,232 P			53.8	9.36	7.42	9.42	9.51	11.49	2.25	1.45
3,158 P			49.8	9.32	7.38	9.37	9.46	11.44	2.15	1.35
	YP		48.8	9.30	7.37	9.35	9.44	11.42	2.10	1.30
2,130 P			45.6	9.27	7.35	9.31	9.40	11.39	2.06	1.25
1,986 P			41.7	9.23	7.32	9.26	9.35	11.35	2.00	1.15
			38.1							
3,464 WP			37.8	s 9.18	7.28	9.21	f 9.30	11.30	1.50	1.00
I			37.7							
3,024 P			35.5	9.13	7.25	9.16	9.26	11.27	1.40	12.45
3,544 IP			33.0	9.10	7.22	9.13	9.22	11.24	1.35	12.40
2,520 WP			32.0	s 9.08	7.21	f 9.11	f 9.20	f 11.22	1.30	12.35
4,870 P			28.9	8.59	7.16	9.02	9.11	11.17	1.23	12.25
2,273 P			24.4	8.53	7.11	8.54	9.04	11.12	1.17	12.15
2,945 P			19.9	8.47	7.06	8.47	8.57	11.07	1.09	12.06
5,217 WP			17.0	8.43	7.03	8.42	8.52	11.04	1.04	12.01AM
2,654 P			13.7	8.38	7.00	8.37	8.47	11.00	12.58	11.54PM
	P		10.9	8.34	6.57	8.33	8.42	10.57	12.52	11.48
2,606 P			10.3	f 8.33	6.56	8.32	8.40	10.56	12.50	11.45
4,687 P			8.5	8.29	6.54	8.29	8.35	10.54	12.45	11.40
			5.7	s 8.25	s 6.50	s 8.25	s 8.30	10.51		
			5.6							
	WFTYOP		3.7	8.17	6.44	8.17	8.22	10.47	12.30PM	11.30PM
	P		2.8	8.15	6.42	8.15	8.20	10.45		
			2.2	8.13	6.41	8.13	8.18	10.43		
			1.7	8.11	6.39	8.11	8.16	10.41		
			0.0							
	I			8.04	6.33	8.04	8.09	10.34		
	I									
PI	DN-R			8.00AM	6.30PM	8.00PM	8.05PM	10.30PM		
				Daily	*See Note below	Daily	Daily	Daily	Daily	Daily

Thru Time (2.45) (3.30) (5.00) (4.50) (3.57) (5.43) (6.00) Thru Time
Average speed per hour..... 19.6 15.4 32.8 33.9 41.5 28.7 27.3

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. 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. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits.

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. 16 May 7, 1939		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. 16 May 7, 1939		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 Junction	Time Table No. 16 May 7, 1939		Distance from Mammoth
		STATIONS					STATIONS					STATIONS		
	POWFY 0.0	DN	TINTIC	U 3.6		POWFY 0.0	DN	TINTIC	U 2.4		0.0	MAMMOTH JCT.	1.6	
			0.8					0.8			0.8	U. P. & D. & R. G. W. CROSSING	0.8	
			0.8					2.4			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 tracks may be used, clearing first class trains as prescribed by the rules. Second and inferior class trains, extra trains, yard engines and light engines, 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 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	Distance from Cutler	Time Table No. 16 May 7, 1939		SECOND CLASS
	415 Local Freight		STATIONS	Distance from 5 Mile Pass	416 Local Freight
	Thursday				
3,503	PFWY 10.00AM	0.0	R CUTLER	23.6	A 1.40PM
		1.9	S. L. & U. CROSSING	21.7	
		2.6	ROBERTS (Spur)	21.0	
		2.3			
	10.15	4.9	OLINTON	18.7	1.25
			7.8		
453		12.7	DAHL (Spur)	10.9	
			2.5		
		15.2	CEDAR FORT	8.4	
			2.2		
450		17.4	FLOYD (Spur)	6.2	
			2.9		
1,160	11.40	20.3	FAIRFIELD	3.3	12.37
			3.3		
845	A 11.55AM	23.6	5 MILE PASS	0.0	12.25PM
			23.6		Thursday

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	Distance from Caliente	Time Table No. 16 May 7, 1939		SECOND CLASS
	403 Local Freight		STATIONS	Distance from Pioche	404 Local Freight
	Daily Except Sunday				
	PWFY 7.30AM	0.0	DN-R CALIENTE	32.7	A 2.00PM
		6.0	PECK	26.7	
		5.9	COMET (Spur)	20.8	
109		11.9			
		2.6			
1,492	s 8.43	14.5	PANACA	18.2	s 12.47
			5.9		
		20.4	WATER TANK	12.3	
			1.0		
1,051	s 9.18	21.4	DELMUES	11.3	s 12.12PM
			11.3		
737	WY A 10.15AM	32.7	D PIOCHE	0.0	11.15AM
					Daily Except Sunday
			32.7		

(2.45) Time (2.45)
11.9 Average Speed per hour 11.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTION—No. 403 is superior to No. 404.

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. 16 May 7, 1939		Distance from Frisco	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.
		STATIONS			
	POWFTY 0.0	DN-R	MILFORD	FD 16.9	
			2.0		
			MOSCOW	14.9	
			4.2		
			HICKORY	10.7	
			3.7		
621			SOLUS	7.0	
			7.0		
388			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. 16 May 7, 1939		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 Junction	Time Table No. 16 May 7, 1939		Distance from Boulder City
		STATIONS					STATIONS		
	WOYP 0.0		IRON SPRINGS	14.7		PY 5.50AM	0.0	R BOULDER JCT.	22.4
			3.9			P 6.10	9.8	ROYSON	12.6
2,089	Y 13.3		DESERT MOUND	10.8		FPWY A 6.40AM	22.4	D-R BOULDER CITY	0.0
			9.4						
1,445	14.7		WYE	1.4					
			1.4						
			IRON MOUNTAIN	0.0					
			14.7						

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. 16 May 7, 1939		Distance from Fillmore	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.
		STATIONS			
	YWP 0.0	DN	DELTA	AK 32.2	
			8.7		
911	8.7		HARDING	23.5	
			6.3		
931	15.5		McCOERNICK	16.7	
			6.2		
1,689	21.7		GREENWOOD	10.5	
			3.1		
468	24.8		EDWARDS (Spur)	7.4	
			2.5		
473	27.3		FLANDRO (Spur)	4.9	
			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.	Distance from Moapa	Time Table No. 16 May 7, 1939		Distance from Nepac	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.
		STATIONS			
	7,796 WY 10.15AM	0.0	DN-R MOAPA	MA 16.7	A 9.40AM
		5.1	NARROWS	11.6	9.25
642	10.40		PUEBLO	7.9	9.10
		8.8	LOGANDALE	6.5	8.55
230	10.55		2.6		
		10.2	TOKIO	3.9	8.40
534	11.05		2.0		
		12.8	OVERTON	1.9	8.30
253	11.15		1.9		
		14.8	NEPAC (Spur)	0.0	8.00AM
612	Y A 11.55AM	16.7			Daily Except Sunday
			16.7		

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

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.	Distance from Lead	Time Table No. 16 May 7, 1939		Distance from Cedar City	Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.
		SECOND CLASS	STATIONS		
	YFWP 7.30AM	0.0	DN-R LUND	UN 32.5	A 6.45AM
		9.4	AVON	23.1	6.15
1,721	P 7.55		IRON SPRINGS	11.5	5.50
		21.0	4.2		
3,979	WOYP 8.20		HALIVAH	7.8	5.20
		25.2	4.7		
1,227	P 8.45		STOCK YARDS (Spur)	2.6	
		29.9	2.6		
		32.5	DN-R CEDAR CITY	CD 0.0	5.00AM
					Daily Except Sunday
1,440	LoopWP A 9.30AM				
			32.5		

(2.00) Thru Time (1.45)
16.2 Average speed per hour 18.0

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 tele-phones.	Distance from Downey Road	Time Table No. 16 May 7, 1939	Distance from E. San Pedro
	0.0	DOWNEY ROAD	23.1
	0.3	0.3 HOBART A. T. and S. F. Crossing	22.8
I-Tfr P	0.8	0.6 L. A. JCT. RY. CROSSING	22.3
I	1.4	0.9 FRUITLAND	21.7
3,033 PW	2.3	0.2 P. E. CROSSING	20.8
827 P	2.6	0.2 BELL	20.6
PI	4.8	2.0 SOUTH GATE (S. P. Csg.)	18.5
717	6.6	0.6 WORKMAN	16.5
267 Spur	7.2	1.2 RANCHO LOS AMIGOS	15.9
	8.4	0.6 P. E. CROSSING	14.7
3,023	9.0	0.7 CLEARWATER	14.1
P	9.7	1.8 HYNES	13.4
3,709 P	11.5	3.1 RIOCO	11.6
	14.6	1.7 OTA P. E. Crossing	8.5
4,635	16.3	2.6 MANUEL	6.8
	18.9	0.6 THENARD S. P. & P. E. Crossings	4.2
	19.5	0.9 WILMINGTON	3.6
	20.4	1.0 BADGER AVE. DRAWBRIDGE	2.7
PWTY	21.4	1.7 TERMINAL ISLD.	0.7
P	23.1	23.1 EAST SAN PEDRO	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 tele-phones.	Distance from Whittier Jct.	Time Table No. 16 May 7, 1939	Distance from Anaheim
	0.0	WHITTIER JCT.	20.0
1,037	2.3	2.3 WHITTIER	17.7
996	9.7	7.4 LA HABRA	10.3
	10.5	0.8 PAO. ELEC. CROSSING	9.5
1,223	12.1	1.6 VIEJO	7.9
473	13.8	1.7 SUNNY HILLS	6.2
	15.5	1.7 A. T. & S. F. CROSSING	4.5
716	17.3	1.8 FULLERTON	2.7
2,304 WT	20.0	2.7 ANAHEIM	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 tele-phones.	Distance from Pasadena Jct.	Time Table No. 16 May 7, 1939	Distance from Pasadena
	0.0	PASADENA JCT.	8.9
I	0.1	0.1 ALHAMBRA AVE. S. P. Crossing	8.8
I	0.5	1.3 GLENDALE JCT.	8.4
	1.8	2.7 AVENUE 33	7.1
	4.5	3.0 HIGHLAND PARK A.T. and S. F. Crossing	4.4
350 Spur	7.5	0.6 RAYMOND	1.4
	8.1	0.8 CALIFORNIA AVE.	0.8
1,063	8.9	0.8 PASADENA	0.0

Westward—GLENDALE BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Glendale Jct.	Time Table No. 16 May 7, 1939	Distance from Glendale
	0.0	GLENDALE JCT.	6.4
	0.6	0.6 AVENUE 18	5.8
	1.2	2.0 DAYTON AVE. TWR.	5.2
	3.2	0.3 ARROYO JCT.	3.2
	3.5	0.4 DELAY DRIVE	2.9
	3.9	0.5 FLETCHER DRIVE	2.5
97	4.4	2.0 FOREST LAWN	2.0
313	6.4	6.4 GLENDALE	0.0

Stations between Avenue 18 and Delay Drive for information only. Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Delay Drive.

Westward—RIALTO BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.	Distance from Riverside Jct.	Time Table No. 16 May 7, 1939	Distance from End of Track
	0.0	RIVERSIDE JCT.	9.3
	0.3	0.3 S. P. INTERCHANGE	9.0
122 P	0.8	0.5 HANCOCK	8.5
	1.0	0.2 FAIRMONT PARK	8.3
926 Spur P	1.3	0.3 ALAMO	8.0
	1.5	0.2 EL RIO	7.8
174	2.2	0.7 ALVARADO	7.1
	2.9	0.7 BANURA	6.4
	3.3	0.4 R. P. CEMENT CO. R. R. CROSSING	6.0
WFP	3.5	0.2 ORESTMORE	5.8
333 Spur P	6.3	2.8 BLOOMINGTON S. P. Crossing	3.0
1,361 P	8.5	2.2 POOLE	0.8
	9.0	0.5 RIALTO A. T. and S. F. Crossing	0.3
	9.3	0.3 END OF TRACK	0.0

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

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 of Time Service.....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.....W. F. Mullet
 Milford.....M. J. Christensen
 Las Vegas.....M. J. Christensen
 Victorville.....C. O. Moore
 San Bernardino.....Arthur's Jewelry Store
 Riverside.....H. C. Shultz, 3701 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.
 Los Angeles.....H. S. Downs, 4636 Whittier Blvd.
 Los Angeles.....G. D. Davidson, Union Station

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
 Stockton Telegraph Office
 Tintic Telegraph Office
 Lyndyl 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 Union Station Telegraph Office
 Los Angeles Union Station Enginemen's 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.
Douglas L. Gammette	District Surgeon	Los Angeles, Cal.	All.	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.
Don B. Gibboney	Surgeon	Los Angeles, Cal.	All.	William C. Harper	Surgeon	Overton, Nev.	Moapa to Nepac.
Carl E. Nemethi	Surgeon	Los Angeles, Cal.	All.	John F. Hill	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 Lyndyl.
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 Lyndyl.
Homer Rickabaugh	Surgeon	Alhambra, Cal.	Alhambra to Los Angeles.	T. W. Allred	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
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 5 Mile Pass.
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 B. 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"	42.3	2' 15"	26.6	7'	8.6
36"	100.	44"	81.8	52"	69.2	1'	60.	1' 8"	52.9	1' 30"	40.	2' 30"	24.	8'	7.5
37"	97.3	45"	80.	53"	67.9	1' 01"	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