



UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION

TIME-TABLE
No. 3

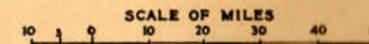
Effective Sunday,
January 16, 1949

at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT
CALIFORNIA DIVISION
 CORRECTED TO FEB. 1, 1948.



F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation

B. F. WELLS Assistant General Manager
V. W. SMITH General Superintendent

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

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
 H. S. BARRIS, Trainmaster. Los Angeles, Cal.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
 G. L. DREW, Trainmaster. Las Vegas, Nev.
 H. W. STOKER, Trainmaster. Salt Lake City, Utah
 G. H. BAKER, Trainmaster. Milford, Utah
 A. R. NELSON, Master Mechanic. Los Angeles, Cal.
 D. C. KRAMER, Road Foreman of Engines. Los Angeles, Cal.
 D. W. SCHENCK, Road Foreman of Engines. Los Angeles, Cal.
 L. C. WILLIAMS, Road Foreman of Engines. Las Vegas, Nev.
 J. D. McCOLL, Road Foreman of Engines. Las Vegas, Nev.
 C. F. BAILEY, Road Foreman of Engines. Las Vegas, Nev.
 J. J. SCHNACKENBERG, Road Foreman of Engines. Milford, Utah
 J. P. MACK, Division Engineer. Los Angeles, Cal.
 W. R. KEAY, General Roadmaster. Los Angeles, Cal.

First and Second Subdivisions and Branches
 Salt Lake City to Caliente

D. DURHAM, Chief Train Dispatcher. Salt Lake City, Utah
 J. C. HAYMOND, Asst. Chief Train Dispatcher. Salt Lake City, Utah
 G. B. CHASTAIN, Asst. Chief Train Dispatcher. Salt Lake City, Utah
 K. G. JONES, Asst. Chief Train Dispatcher. Salt Lake City, Utah

Second and Third Subdivisions and Branches
 Caliente to Yermo

R. A. FORBES, Chief Train Dispatcher. Las Vegas, Nev.
 R. L. GUNDY, Assistant Chief Train Dispatcher. Las Vegas, Nev.
 J. L. HULIHAN, Assistant Chief Train Dispatcher. Las Vegas, Nev.

Fourth Subdivision and Branches

D. M. JONES, Chief Train Dispatcher. Los Angeles, Cal.
 P. V. COX, Asst. Chief Train Dispatcher. Los Angeles, Cal.
 J. A. McNulty, Asst. Chief Train Dispatcher. Los Angeles, Cal.

UNION PACIFIC RAILROAD EMPLOYES HOSPITAL
ASSOCIATION PHYSICIANS AND SURGEONS
ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY
L. J. TAUFER	Dist. Surgeon	Salt Lake City	Salt Lake City
DON B. GIBBONEY	Dist. Surgeon	Los Angeles	Los Angeles & Vicinity
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City
George H. Curtis	Surgeon	Salt Lake City	Salt Lake City
J. R. Anderson	Surgeon	Salt Lake City	Salt Lake City
Harry Berman	Oculist & Aurist	Salt Lake City	Salt Lake City
L. W. Condie	Surgeon	Salt Lake City	Salt Lake City
R. E. Smith	Surgeon	Salt Lake City	Salt Lake City
Scott C. Sharp	Surgeon	Salt Lake City	Salt Lake City
E. B. Fairbanks	Oculist-Aurist	Salt Lake City	Salt Lake City
Sharp Sanders	Surgeon	Salt Lake City	Salt Lake City
A. S. Crandall	Oculist	Salt Lake City	Salt Lake City
T. M. Aldous	Surgeon	Tooele	Warner & Vicinity
J. M. Ball	Surgeon	Murray	Sandy to Salt Lake City
J. S. Alley	Surgeon	Midvale	Midvale to Murray & Sandy
K. E. Noyes	Surgeon	American Fork	Draper to Vineyard
B. C. Linebaugh	Surgeon	Pleasant Grove	Draper to Vineyard
J. J. Weight	Surgeon	Provo	Spanish Fork to Vineyard
J. B. Westwood	Surgeon	Provo	Spanish Fork to Vineyard
Max Stewart	Surgeon	Payson	Spanish Fork to Santaquin
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lyndyl
M. E. Bird	Surgeon	Delta	Black Rock to Lyndyl
L. A. Busch	Surgeon	Milford	Crestline to Clear Lake
H. B. Fowler	Surgeon	Milford	Crestline to Clear Lake
Thomas W. Auner	Surgeon	Caliente	Crestline to Moapa
L. V. Broadbent	Surgeon	Cedar City	Cedar City to Avon
P. K. Edmunds	Surgeon	Cedar City	Cedar City to Avon
R. W. Farnsworth	Surgeon	Cedar City	Cedar City to Avon
J. B. Demman	Surgeon	Las Vegas	Crestline to Moapa
J. J. Hamill	Surgeon	Las Vegas	Roach to Dry Lake
C. G. Scruggs	Surgeon	Las Vegas	Las Vegas
J. E. Ballachey	Surgeon	Yermo	Barstow to Calada
P. W. Lawler	Surgeon	Victorville	Hesperia to Barstow
Leland Jacobson	Surgeon	San Bernardino	Hesperia to Colton
T. A. Card	Surgeon	Riverside	Ontario to Colton
R. E. Fisher	Surgeon	Pomona	Ontario to Rowland
W. A. Sullivan	Surgeon	Ontario	Riverside to Pomona
W. W. Schultz	Surgeon	Puente	Rowland and Vicinity
R. V. Graves	Surgeon	Fullerton	Fullerton to Anaheim
E. L. Schultz	Surgeon	East Los Angeles	East Los Angeles and Montebello
J. M. Dodd	Surgeon	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Lyster	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
Harry A. Baers	Oculist	Los Angeles	Los Angeles
E. M. F. Weaver	Oculist	Los Angeles	Los Angeles
H. M. Mason	Surgeon	Los Angeles	Los Angeles
R. A. Zak	Surgeon	Huntington Park	South Gate & Vicinity
G. H. Quillen	Surgeon	Wilmington	San Pedro to Long Beach
R. B. Eusden	Surgeon	Long Beach	Hynes to Long Beach
R. H. Munford	Surgeon	La Habra	La Habra and Vicinity
H. G. Westphal	Surgeon	Glendale	Glendale and Vicinity
J. S. Hibben	Surgeon	Pasadena	Pasadena to Los Angeles
C. C. Snyder	Surgeon	Pasadena	Pasadena
J. E. Cummings	Surgeon	Highland Park	Highland Park and Eagle Rock
D. P. Nebeker	Surgeon	Alhambra	Alhambra & Monterey Park
W. W. Woods	Surgeon	Alhambra	Alhambra & Monterey Park
C. T. Poulson	Surgeon	Inglewood	Inglewood & Vicinity
J. C. Sharpe	Surgeon	West Los Angeles	Beverly Hills and W. Los Angeles
G. R. Dunlevy	Surgeon	Hollywood	Beverly Hills, Hollywood & Vicinity
J. E. Bergmann	Surgeon	Santa Monica	Santa Monica & Vicinity
W. W. Meier	Surgeon	East Los Angeles	Lynwood & Vicinity

Standard clocks are located as shown below:

Salt Lake City	Yardmaster's Office, 13th North	Caliente	Telegraph Office
Salt Lake City	South Yard Office, First North Street	Caliente	Depot Register Room
Salt Lake City	Telegraph Office, Passenger Station	Las Vegas	Engineers' Register Room
Salt Lake City	Train Dispatcher's Office	Las Vegas	Freight Engineers' Locker Room
Salt Lake City	North Yard Telegraph Office	Las Vegas	Passenger Engineers' Locker Room
Salt Lake City	Engineer's Register Room, Roundhouse, North Yard	Las Vegas	Conductor's Register Room
Salt Lake City	Switchman's Register Room, North Yard	Las Vegas	Telegraph Office
Provo	Joint Yard Telegraph Office	Las Vegas	Dispatcher's Office
Provo	Joint Passenger Station	Las Vegas	Yard Office
Provo	Yard Office	Las Vegas	Dispatcher's Office
Lyndyl	Telegraph Office	Las Vegas	Engineers' Locker Room
Milford	Engineers' Locker Room	Los Angeles	Union Station Telegraph Office
Milford	Telegraph Office	Los Angeles	Union Station Telegraph Office
Cedar City	Telegraph Office	Los Angeles	Union Station Telegraph Office

CONDENSED TIME-TABLE

WESTWARD					EASTWARD								
FIRST CLASS					Distance from Green River	Time-Table No. 3 January 16, 1949	Mile Post	FIRST CLASS					
3	103	1	37	4				2	104	38			
Passenger	Streamliner Passenger	Passenger	Passenger				Passenger	Passenger	Streamliner Passenger	Passenger			
Daily	Daily	Daily	Daily										
5.25PM	3.10PM	12.50PM	2.45AM	0.0	MT	GREEN RIVER	MT	817.0	A 10.35AM	A 11.10AM	A 12.50PM	A 11.05PM	
						EVANSTON		917.2	8.40	9.07	11.09AM	9.02	
						OGDEN		992.6	6.50	7.15	9.40	7.15	
								0.0	6.20	7.15	9.40	6.35	
						MT	SALT LAKE CITY	MT	868.8	5.30	6.30	9.00	5.35
						PT		PT	784.0	4.10	5.10	7.45	4.00
						LYNNDYL		866.9	1.55	2.50	5.50	1.15PM	
						MILFORD		876.8	12.25AM	1.15	4.40	11.30AM	
						LUND		841.4	11.33PM	12.30AM	4.11	10.40	
						OALIENTE		469.6	9.35	10.35PM	2.35AM	8.35	
						LAS VEGAS		884.2	6.50	7.40	11.55PM	5.25	
						YERMO		168.2	3.17	4.11	8.45	12.30	
						BARSTOW		160.1	2.53	3.52	8.27	12.01AM	
						SAN BERNARDINO		67.8	12.50	1.50	6.38	9.50PM	
						COLTON		64.5	12.37	1.37	6.25	9.30	
						RIVERSIDE		57.5	12.25	1.25	6.12	9.15	
						ONTARIO		87.8	12.02PM	1.02	5.53	8.45	
						POMONA		82.0	11.54AM	12.54	5.46	8.34	
						PT	LOS ANGELES	PT	0.0	11.00AM	12.01PM	5.00PM	7.30PM
								996.6	Daily	Daily	Daily	Daily	
(22.55)	(18.50)	(22.50)	(29.15)			Thru Time			(22.35)	(22.09)	(18.50)	(26.35)	
43.5	52.9	43.6	34.0			Average speed per hour			44.1	44.9	52.9	37.5	

Times shown at Ogden for trains 1, 2, 103 and 104 apply at the wye. These trains are not operated into the passenger station.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Lund		Los Angeles
1	Ontario, Pomona	Salt Lake City or beyond	
3	Ontario	Salt Lake City or beyond	
37	Any station	Any station	Any station
103	Riverside	Any station	Los Angeles
2	Pomona, Ontario		Salt Lake City or beyond
2	Lund		Omaha and east
4	Pomona, Ontario		Salt Lake City or beyond
4	Moapa	Los Angeles	Salt Lake and east
38	Any station	Any station	Any station
104	Riverside	Los Angeles	Any station where No. 104 stops

WESTWARD				FIRST SUBDIVISION						Time-Table No. 3	
SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	January 16, 1949		
261	259	299	255	3	103	1	37		STATIONS		
Time Freight	Time Freight	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
YARD OPTWYZ	11.45PM	1.30PM	12.30PM	1.30AM				1.1	DN-R	NORTH YARD YL O	
YARD P					9.55PM	6.20PM	4.55PM	0.0	DN-R	SALT LAKE CITY YL SA	
122 P					10.06	6.31	5.07	4.8	DN	BUENA VISTA BV	
125 PW					10.15	6.39	5.18	15.7	DN	GARFIELD GF	
AI								16.8		D & RGW CROSSING	
122 P					10.19	6.43	5.23	19.6		LAKE POINT	
122 PW					10.28	6.51	5.33	27.6		ERDA	
122 PY					10.38	6.59	5.45	35.8	DN	WARNER DU	
131 PW					10.46	7.05	5.53	41.4	D	STOCKTON KN	
122 P					10.52	7.10	6.00	47.9	D	ST. JOHN SJ	
143 PW					11.03	7.20	6.13	60.7		FAUST	
122 P					11.10	7.26	6.20	66.8		PEHRSON	
157 PW					11.20	7.34	6.30	74.1		LOFGREEN	
122 P					11.27	7.41	6.38	79.8		BOULTER	
122 PWYZ					11.38	7.46	6.45	85.4	D	TINTIC U	
123 P					11.45	7.52	6.52	92.1		McINTYRE	
126 PW					11.51PM	7.58	6.59	98.7		JERICOHO	
139 P					12.01AM	8.07	7.09	109.0		CHAMPLIN	
YARD OPTWY					12.10	8.15	7.18	118.1	DN	LYNNDYL NY	
122 P					12.17	8.21	7.25	125.8		STRONG	
124 PWY					12.30	8.30	7.36	134.6	DN	DELTA AK	
122 P					12.39	8.37	7.47	144.1		VAN	
122 P					12.48	8.44	7.57	153.0		CLEAR LAKE	
123 P					12.53	8.48	8.02	158.1		NEELS	
122 P					1.04	8.55	8.12	166.5		BLOOM	
124 P					1.12	9.01	8.20	174.4		CRUZ	
123 PW					1.22	9.09	8.30	184.6	D	BLACK ROCK KO	
122 P					1.30	9.17	8.40	194.3		READ	
122 P					1.34	9.20	8.44	198.9		MURDOCK	
YARD OPTWYZ	A 7.15AM	A 10.30PM	A 5.45PM	A 9.15AM	A 1.45AM	A 9.27PM	A 8.55PM	A 2.00PM	207.2	DN-R	MILFORD YL FD
											207.2
	(7.30) 27.6	(9.00) 23.00	(5.15) 39.4	(7.45) 26.7	(3.50) 54.0	(3.07) 66.5	(4.00) 51.8	(5.20) 38.8 Thru Time		
								 Average speed per hour		

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Unless otherwise directed, eastward freight trains will use Passenger Line, Buena Vista to Salt Lake City; westward extra passenger trains will use Passenger Line, Salt Lake City to Buena Vista and westward freight trains will use Freight Line, North Yard to Buena Vista.

All first-class trains will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

FIRST SUBDIVISION				EASTWARD						Time-Table No. 3	
FIRST CLASS				SECOND CLASS				Mile Post	January 16, 1949		
4	2	104	38	258	254	260	256		STATIONS		
Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
YARD OPTWYZ								35.2	DN-R	NORTH YARD YL O	
YARD P								36.3	DN-R	SALT LAKE CITY YL SA	
122 P	A 4.10AM	A 5.10AM	A 7.45AM	A 4.00PM				779.2	DN	BUENA VISTA BV	
125 PW	3.55	4.52	7.31	3.37				768.3	DN	GARFIELD GF	
AI								767.1		D & RGW CROSSING	
122 P								764.4		LAKE POINT	
122 PW								756.4		ERDA	
122 PY								748.2	DN	WARNER DU	
131 PW								742.6	D	STOCKTON KN	
122 P								736.1	D	ST. JOHN SJ	
143 PW								723.3		FAUST	
122 P								717.2		PEHRSON	
137 PW								709.9		LOFGREEN	
122 P								704.2		BOULTER	
122 PWYZ								698.6	D	TINTIC U	
123 P								691.0		McINTYRE	
126 PW								685.3		JERICOHO	
139 P								675.0		CHAMPLIN	
YARD OPTWY								665.9	DN	LYNNDYL NY	
122 P	# 1.55	2.50	5.50	# 1.15				658.2		STRONG	
124 PWY								649.4	DN	DELTA AK	
122 P								639.9		VAN	
122 P								631.0		CLEAR LAKE	
123 P								625.9		NEELS	
122 P								617.5		BLOOM	
124 P								609.6		CRUZ	
123 PW								599.4	D	BLACK ROCK KO	
122 P								589.7		READ	
122 P								585.1		MURDOCK	
YARD OPTWYZ	12.25AM	1.15AM	4.40AM	11.30AM	6.00AM	1.00PM	6.45PM	576.8	DN-R	MILFORD YL FD	
											207.2
								 Thru Time		
								 Average speed per hour		

Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Unless otherwise directed, eastward freight trains will use Passenger Line, Buena Vista to Salt Lake City; westward extra passenger trains will use Passenger Line, Salt Lake City to Buena Vista and westward freight trains will use Freight Line, North Yard to Buena Vista.

All first-class trains will register at Milford by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

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

WESTWARD				SECOND SUBDIVISION				EASTWARD						
Car capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 3				
	259	299	255	261	103	1	37	3		January 16, 1949				
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger		STATIONS				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL					
YARD OPTWYZ	11.30PM	6.00PM	10.15AM	7.45AM	9.28PM	9.05PM	2.10PM	1.55AM	207.2	DN-R MILFORD YL FD	5.1			
123 P					9.33	9.12	2.20	2.03	212.3	UPTON	10.1			
122 PW					9.40	9.20	2.32	2.11	222.4	THERMO	6.8			
122 P					9.46	9.26	2.39	2.18	229.2	NADA	4.3			
122 P					9.48	9.30	2.45	2.22	233.5	LATIMER	9.1			
122 188 PWY					9.55	9.40	s 3.05	s 2.35	242.6	DN LUND UN	9.9			
122 P					10.03	9.50	3.17	2.45	252.5	ZANE	4.8			
122 PW					10.07	9.55	f 3.22	2.50	257.3	D BERYL BY	10.9			
122 P					10.15	10.05	3.32	3.00	268.2	HEIST	6.0			
122 122 PWY					10.21	10.13	f 3.39	3.07	274.2	D MODENA NA	8.6			
122 P					10.28 ¹	10.28 ¹⁰³	3.52	3.16	282.8	UVADA	7.5			
127 PY					10.39 ⁴	10.43 ⁴	4.05	3.30 ¹⁰⁴	290.3	CRESTLINE	4.4			
122 P					10.45	10.50	4.13	3.40	294.7	BROWN	4.7			
122 PW					10.52	10.57	4.23	3.50	299.4	ACOMA	9.3			
133 P					11.05 ²	11.10 ²	4.38	4.05	308.7	ISLEN	6.9			
83 P					11.21	11.26	4.54	4.21	315.6	MINTO	4.1			
122 P					11.28	11.33	5.01	4.28	319.7	ECCLES	4.8			
YARD OPTWY					11.36	11.43	s 5.25	s 4.40	324.5	DN CALIENTE YL CS	5.0			
90 P					11.42	11.50PM	5.35	4.48	329.5	ETNA	9.6			
97 P					11.58PM	12.06AM	5.52	5.05	339.1	BOYD	6.5			
125 PW					12.09AM	12.17	6.07	5.18	345.6	ELGIN	9.3			
89 P					12.24	12.32	6.22	5.33	354.9	LEITH	10.0			
102 77 OPW					12.34	12.44	6.37	5.46	364.9	CARP	5.6			
94 P					12.43	12.53	6.46	5.55	370.5	VIGO	10.6			
73 P					1.01	1.12 ¹⁰⁴	7.03	6.13	381.1	HOYA	5.0			
112 PW					1.06 ¹⁰⁴	1.22	7.12	6.21	386.1	ROX	4.5			
93 P					1.11	1.28	7.19	6.26	390.6	FARRIER	5.3			
73 P					1.16	1.33	7.25	6.32 ³⁸	395.9	ACTON	5.0			
116 PWY					1.21	1.38	s 7.39 ⁴	6.40	400.9	DN MOAPA MA	9.6			
89 P					1.30	1.48	7.50	6.50	410.5	UTE	10.5			
83 PW					1.39	1.57	8.01	6.59	421.0	DRY LAKE	5.5			
74 P					1.45	2.03	8.11 ²	7.05	426.5	GARNET	5.5			
90 P					1.51	2.09	8.20	7.11	432.0	APEX	5.0			
122 P					1.57	2.15	8.27	7.17	437.0	DIKE	4.6			
72 P					2.01	2.20	8.32	7.21	441.6	VALLEY	3.7			
98 P					2.05	2.25	8.36	7.25	445.3	WANN	4.5			
YARD OPTWYZ	A 10.30AM	A 1.00AM	A 7.30PM	A 4.15PM	A 2.15AM	A 2.30AM	A 8.45PM	A 7.35AM	449.8	DN-R LAS VEGAS YL VG				
									242.6					
	(11.00) 22.0	(7.00) 34.9	(9.15) 26.2	(8.30) 28.5	(4.47) 50.7	(5.25) 44.7	(6.35) 36.7	(5.40) 42.8						
	Thru Time													
	Average speed per hour													

All first-class trains will register at Milford by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

WESTWARD				SECOND SUBDIVISION				EASTWARD						
Car capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 3				
	259	299	255	261	103	1	37	3		January 16, 1949				
	Time Freight	Stock Special	Time Freight	Time Freight	Streamliner Passenger	Passenger	Passenger	Passenger		STATIONS				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	CENTRALIZED TRAFFIC CONTROL					
YARD OPTWYZ	11.30PM	6.00PM	10.15AM	7.45AM	9.28PM	9.05PM	2.10PM	1.55AM	207.2	DN-R MILFORD YL FD	5.1			
123 P					9.33	9.12	2.20	2.03	212.3	UPTON	10.1			
122 PW					9.40	9.20	2.32	2.11	222.4	THERMO	6.8			
122 P					9.46	9.26	2.39	2.18	229.2	NADA	4.3			
122 P					9.48	9.30	2.45	2.22	233.5	LATIMER	9.1			
122 188 PWY					9.55	9.40	s 3.05	s 2.35	242.6	DN LUND UN	9.9			
122 P					10.03	9.50	3.17	2.45	252.5	ZANE	4.8			
122 PW					10.07	9.55	f 3.22	2.50	257.3	D BERYL BY	10.9			
122 P					10.15	10.05	3.32	3.00	268.2	HEIST	6.0			
122 122 PWY					10.21	10.13	f 3.39	3.07	274.2	D MODENA NA	8.6			
122 P					10.28 ¹	10.28 ¹⁰³	3.52	3.16	282.8	UVADA	7.5			
127 PY					10.39 ⁴	10.43 ⁴	4.05	3.30 ¹⁰⁴	290.3	CRESTLINE	4.4			
122 P					10.45	10.50	4.13	3.40	294.7	BROWN	4.7			
122 PW					10.52	10.57	4.23	3.50	299.4	ACOMA	9.3			
133 P					11.05 ²	11.10 ²	4.38	4.05	308.7	ISLEN	6.9			
83 P					11.21	11.26	4.54	4.21	315.6	MINTO	4.1			
122 P					11.28	11.33	5.01	4.28	319.7	ECCLES	4.8			
YARD OPTWY					11.36	11.43	s 5.25	s 4.40	324.5	DN CALIENTE YL CS	5.0			
90 P					11.42	11.50PM	5.35	4.48	329.5	ETNA	9.6			
97 P					11.58PM	12.06AM	5.52	5.05	339.1	BOYD	6.5			
125 PW					12.09AM	12.17	6.07	5.18	345.6	ELGIN	9.3			
89 P					12.24	12.32	6.22	5.33	354.9	LEITH	10.0			
102 77 OPW					12.34	12.44	6.37	5.46	364.9	CARP	5.6			
94 P					12.43	12.53	6.46	5.55	370.5	VIGO	10.6			
73 P					1.01	1.12 ¹⁰⁴	7.03	6.13	381.1	HOYA	5.0			
112 PW					1.06 ¹⁰⁴	1.22	7.12	6.21	386.1	ROX	4.5			
93 P					1.11	1.28	7.19	6.26	390.6	FARRIER	5.3			
73 P					1.16	1.33	7.25	6.32 ³⁸	395.9	ACTON	5.0			
116 PWY					1.21	1.38	s 7.39 ⁴	6.40	400.9	DN MOAPA MA	9.6			
89 P					1.30	1.48	7.50	6.50	410.5	UTE	10.5			
83 PW					1.39	1.57	8.01	6.59	421.0	DRY LAKE	5.5			
74 P					1.45	2.03	8.11 ²	7.05	426.5	GARNET	5.5			
90 P					1.51	2.09	8.20	7.11	432.0	APEX	5.0			
122 P					1.57	2.15	8.27	7.17	437.0	DIKE	4.6			
72 P					2.01	2.20	8.32	7.21	441.6	VALLEY	3.7			
98 P					2.05	2.25	8.36	7.25	445.3	WANN	4.5			
YARD OPTWYZ	A 10.30AM	A 1.00AM	A 7.30PM	A 4.15PM	A 2.15AM	A 2.30AM	A 8.45PM	A 7.35AM	449.8	DN-R LAS VEGAS YL VG				
									242.6					
	(11.00) 22.0	(7.00) 34.9	(9.15) 26.2	(8.30) 28.5	(4.47) 50.7	(5.25) 44.7	(6.35) 36.7	(5.40) 42.8						
	Thru Time													
	Average speed per hour													

All first-class trains will register at Milford by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

WESTWARD				THIRD SUBDIVISION				Distance from Salt Lake City	Time-Table No. 3	
SECOND CLASS				FIRST CLASS					January 16, 1949	
255 Time Freight	261 Time Freight	259 Time Freight	299 Stock Special	37 Passenger	3 Passenger	1 Passenger	103 Streamliner Passenger		STATIONS	
YARD OPTWYZ	9.30PM	6.15PM	1.00PM	1.45AM	9.15PM	7.50AM	2.45AM	2.25AM	449.8	DN-R LAS VEGAS YL VG
117 P					9.24	8.00	2.55	2.35	454.7	4.9 BRAOKEN
107 PW					f 9.35	8.07	3.02	2.42	461.5	2.8 BOULDER JCT.
104 P					f 9.45	8.17	3.12	2.52	469.0	4.5 ARDEN A
115 P					9.53	8.24	3.19	2.59	474.7	7.5 SLOAN SX
116 P					10.01	8.31	3.26	3.05	482.9	5.7 ERIE
118 P					10.06	8.35	3.31		487.7	8.2 JEAN JE
66 P					10.10	8.39	3.35	3.12	492.8	4.8 BORAX
125 P					10.14	8.43	3.39		496.8	4.6 ROACH
118 PW					10.19	8.47	3.43 ³⁸	3.19	501.5	4.5 CALADA
117 P					10.26	8.52	3.48	3.23	506.5	4.7 DESERT
117 P					10.32	8.57	3.54	3.28 ³⁸	511.9	5.0 NIPTON CH
117 P					f 10.41 ¹⁰⁴	9.02	4.00	3.33	516.5	5.4 MOORE
117 P					10.50	9.07	4.05	3.38	521.1	4.6 IVANPAH
106 P					10.55	9.12	4.10	3.44	526.0	4.8 BRANT
103 } 107 } PY					11.01	9.16	4.15	3.48	529.8	4.9 JOSHUA
115 P					11.07	9.22	4.21	3.53	533.8	8.8 OIMA YL
117 P					11.12	9.27	4.26		536.9	4.0 CHASE
118 P					11.18	9.33	4.32	4.00	540.6	8.1 ELORA
117 P					11.25	9.40	4.39	4.04	544.9	8.7 DAWES
85 } 92 } OPWY					s 11.40	9.47	4.45	4.09	548.5	4.8 HAYDEN
114 P					11.47	9.53	4.51		558.4	8.6 KELSO YL FO
117 P					11.52	9.57	4.55	4.18	558.1	4.9 FLYNN
81 P					11.56PM	10.01			562.1	4.7 KERENS
106 PW					12.01AM	10.05	5.02	4.24	566.4	4.0 GLASGOW
117 P					12.07	10.10			572.1	4.8 SANDS
117 P					12.14	10.16	5.13	4.33	579.7	5.7 BALCH
126 P					12.20	10.23	5.19	4.38	587.1	7.6 CRUCERO
70 P					12.27	10.30	5.26	4.44	592.5	7.4 BASIN
125 P					12.34	10.35	5.31	4.49	596.7	5.4 AFTON
117 P					12.40		5.36	4.53	601.6	4.2 DUNN
117 P					12.49 ³⁸	10.43	5.40		606.2	4.9 FIELD
117 PW					12.55		5.44	5.00	610.7	4.6 MANIX
115 P					1.00	10.51	5.49		615.7	4.5 HARVARD
YARD OPTWYZ	A 6.15AM	A 3.15AM	A 11.00PM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	620.8	5.0 TOOMEY
										5.1 YERMO YL BN
										171.0

THIRD SUBDIVISION				EASTWARD				Distance from Salt Lake City	Time-Table No. 3	
FIRST CLASS				SECOND CLASS					January 16, 1949	
38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	256 Time Freight	258 Time Freight	254 Time Freight	260 Time Freight		STATIONS	
YARD OPTWYZ	A 5.00AM	A 6.35PM	A 7.25PM	A 11.45PM	A 11.30AM	A 6.30PM	A 1.30AM	A 6.15AM	884.2	DN-R LAS VEGAS YL VG
117 P	4.48	6.25	7.16	11.33					829.8	4.9 BRAOKEN
107 PW	f 4.40	6.18	7.10	11.28					827.0	2.8 BOULDER JCT.
104 P	f 4.28	6.09	7.01	11.20					822.5	4.5 ARDEN A
115 P	4.20	6.03	6.55	11.14					815.0	7.5 SLOAN SX
116 P	s 4.10	5.55	6.47	11.07					809.8	5.7 ERIE
118 P	4.02	5.50	6.42	11.03					801.1	8.2 JEAN JE
66 P	3.57	5.46	6.38						296.8	4.8 BORAX
125 P	3.52	5.42	6.34	10.56					291.7	4.6 ROACH
118 PW	3.43 ¹	5.38	6.30						287.2	4.5 CALADA
117 P	f 3.37	5.33	6.25	10.49					282.5	4.7 DESERT
117 P	3.28 ¹⁰³	5.28	6.20	10.45					277.5	5.0 NIPTON CH
117 P	f 3.19	5.24	6.16	10.41 ³⁷					272.1	5.4 MOORE
117 P	3.11	5.20	6.12	10.37					267.5	4.6 IVANPAH
106 P	3.06	5.15	6.07	10.33					262.9	4.8 BRANT
103 } 107 } PY	f 3.00	5.10	6.03	10.29					258.0	4.9 JOSHUA
115 P	2.49	5.02	5.54	10.22					254.2	8.8 OIMA YL
117 P	2.40	4.55	5.47	10.15					250.2	4.0 CHASE
118 P	2.30	4.47	5.39	10.08					247.1	8.1 ELORA
117 P	2.20	4.39	5.31	10.01					243.4	8.7 DAWES
85 } 92 } OPWY	s 2.10	4.30	5.23	9.53					239.1	4.8 HAYDEN
114 P	1.51	4.21	5.16	9.46					235.5	8.6 KELSO YL FO
117 P	1.46	4.17	5.11	9.41					230.6	4.9 FLYNN
81 P	1.41	4.13	5.07	9.37					225.9	4.7 KERENS
106 PW	1.35	4.09	5.03	9.33					221.9	4.0 GLASGOW
117 P	1.29			9.29					217.6	4.8 SANDS
117 P	1.21	3.58	4.52	9.23					211.9	5.7 BALCH
126 P	1.13	3.52	4.46	9.17					204.8	7.6 CRUCERO
70 P	1.05	3.45	4.39	9.11					196.9	7.4 BASIN
125 P	12.59	3.40	4.34	9.07					191.5	5.4 AFTON
117 P	12.54			9.03					187.8	4.2 DUNN
117 P	12.49 ³⁷	3.32	4.26	8.59					182.4	4.9 FIELD
117 PW	12.44			8.55					177.8	4.6 MANIX
115 P	12.37	3.24	4.18	8.51					173.8	4.5 HARVARD
YARD OPTWYZ	12.30AM	3.17PM	4.11PM	8.45PM	5.15AM	12.15PM	7.15PM	11.30PM	168.8	5.0 TOOMEY
									168.2	5.1 YERMO YL BN
										171.0

(8.45) (9.00) (10.00) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.5 19.0 17.1 31.3 42.7 54.0 52.6 62.2 Average speed per hour

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

(4.30) (3.18) (3.14) (3.00) (6.15) (6.15) (6.15) (6.45)
38.0 51.8 52.8 57.0 27.5 27.5 27.5 25.3

All first-class trains will register at Yermo by train registering ticket.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 19.

WESTWARD					FOURTH SUBDIVISION				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949	
Car capacity of sidings, etc. See Rule 6(A), Page 13	SECOND CLASS				FIRST CLASS					STATIONS	Mile-Post
	299 Stock Special	255 Time Freight	261 Time Freight	259 Time Freight	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger			
YARD O W T P	7.45AM	7.00AM	3.45AM	12.05AM	11.02AM	6.00AM	5.10AM	1.25AM	620.8	DN-R YERMO YL BN	
IP					11.10AM	6.10AM	5.18AM	1.35AM	625.4	DN DAGGETT H	
					11.25AM	6.25	5.28	2.00	684.2	BARSTOW BA	
					1.30PM	8.35	7.25	4.30	715.0	SAN BERNARDINO B	
					1.40	8.45	7.33	4.40	718.5	COLTON	
IP					1.50PM	8.55AM	7.43AM	4.50AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
YARD P	1.25PM ²	3.30PM	11.25AM	9.20AM	1.55	9.00	7.45	5.00	725.5	DN-R RIVERSIDE YL	
AI									727.8	P. E. CROSSING	
76 P	1.35	3.52 ²⁶⁰	11.35	9.30	2.00	9.06	7.50	5.06	729.2	STREETER	
113 YP									730.0	ARLINGTON	
76 P	1.40	4.01	11.40	9.35	2.04	9.11	7.54	5.10	738.2	PEDLEY	
74 YP			11.50AM ²⁵⁴						734.7	BLY	
114 P	1.45	4.06	12.09PM ⁴	9.40	2.08	9.15	7.57	5.15	737.4	MIRA LOMA V	
I									744.9	S. P. CROSSING	
120 WP	1.59	4.20	12.29	10.00	2.15	9.23	8.03	5.28	745.2	DN ONTARIO YL RA	
59 P									747.5	SUNSWEEP	
68 IP	2.07	4.28	12.37	10.08	2.21	9.30	8.09	5.35	750.0	DN WO TOWER WO	
48 P					2.23	9.32	8.11	5.40	751.0	POMONA YL PO	
118 P	2.15	4.37	12.49 ²	10.18		9.37	8.15	5.45	754.1	SPADRA	
122 P	2.31 ³	4.43	1.00	10.30	2.31 ²⁶⁰	9.42	8.18	5.50	758.6	WALNUT WA	
75 P						9.47	8.21		768.1	ROWLAND	
97 WP	2.45 ²⁶⁰	4.55	1.12	10.47 ²⁵⁴	2.37 ²⁶⁰	9.50	8.23	5.57	766.0	DN HILGROVE BG	
72 P	2.50	5.00	1.20	11.05	2.40	9.54	8.26	6.01	769.8	CLAYTON	
P									772.1	WHITTIER JCT. YL	
97 P	2.55	5.26 ¹⁰⁴	1.25	11.32 ⁴	2.44	9.58	8.29	6.06	772.7	DN PICO YL K	
67 P	3.00	5.35	1.30	11.40AM	2.46	10.00	8.31	6.15	774.5	D MONTEBELLO MK	
					2.55	10.10	8.40	6.30	777.8	EAST LOS ANGELES YL	
									777.4	TELEGRAPH ROAD YL	
YARD W T Y P Z	A 3.30PM	A 6.00PM	A 2.00PM ²⁶⁰	A 12.01PM	2.59	10.14	8.43	6.35	779.8	DN-R EAST YARD YL D	
P					3.01	10.16	8.44	6.37	780.2	DOWNEY ROAD YL	
I					3.05	10.20	8.47	6.42	781.8	NINTH ST. JCT. YL	
									788.0	FIRST ST. YL	
I					3.13	10.27	8.53	6.50	788.9	PASADENA JCT. YL	
I									784.0	A. T. & S. F. Csg. (Mission Tower)	
IP					A 3.20PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7	DN-R LOS ANGELES UD	
										(Union Station)	
	(7.45)	(11.00)	(10.15)	(11.56)	(4.18)	(4.40)	(3.50)	(5.35)		168.9	
	20.4	14.4	15.5	13.2	38.1	35.1	42.8	29.0		165.2	

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

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

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

Time shown at Barstow, San Bernardino and Colton is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See page 3.

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

FOURTH SUBDIVISION					EASTWARD				Distance from Salt Lake City	Time-Table No. 3 January 16, 1949	
Car capacity of sidings, etc. See Rule 6(A), Page 13	FIRST CLASS				SECOND CLASS					STATIONS	Mile-Post
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	258 Time Freight	254 Time Freight	260 Time Freight	256 Time Freight			
YARD O P T W Y Z	A 3.15PM	A 4.11PM	A 8.45PM	A 12.25AM	A 11.30AM	A 6.30PM	A 10.45PM	A 4.30AM	168.2	DN-R YERMO YL BN	
IP									158.8	DN DAGGETT H	
									150.1	BARSTOW BA	
									67.8	SAN BERNARDINO B	
									64.5	COLTON	
IP									58.2	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
YARD P	12.25	1.25 ²⁹⁹	6.12	9.15	A 3.45AM	A 12.10PM	A 4.00PM	A 9.45PM	57.5	DN-R RIVERSIDE YL	
AI									55.2	P. E. CROSSING	
76 P	12.17	1.17	6.06	9.02	3.30	11.58AM	3.52 ²⁵⁵	9.35	58.8	STREETER	
113 YP									58.0	ARLINGTON	
76 P	12.13	1.13	6.03	8.58	3.23	11.53	3.47	9.27	49.8	PEDLEY	
74 YP									48.8	BLY	
114 P	12.09 ²⁰¹	1.09	6.00	8.54	3.17	11.47	3.42	9.23	45.6	MIRA LOMA V	
I									38.1	S. P. CROSSING	
120 PW	12.02PM	1.02	5.53	8.45	3.03	11.33	3.28	9.09	37.8	DN ONTARIO YL RA	
59 P									35.5	SUNSWEEP	
68 IP	11.56AM	12.56	5.48	8.36	2.55	11.15	3.20	9.01	38.0	DN WO TOWER WO	
48 P	11.54	12.54	5.46	8.34	2.53	11.13		8.58	32.0	DN POMONA YL PO	
118 P	11.49	12.49 ²⁶¹	5.46	8.25	2.47	11.07	3.10	8.51	28.9	SPADRA	
122 P	11.45	12.45	5.38	8.19	2.39	10.59	3.00	8.41	24.4	WALNUT WA	
75 P					2.32	10.52		8.32	19.9	ROWLAND	
97 PW	11.39	12.39	5.32	8.11	2.27	10.47 ²⁵⁰	2.45 ²⁶⁰	8.27	17.0	DN HILGROVE BG	
72 P	11.36	12.36	5.32	8.07	2.22	10.42	2.22	8.22	18.7	CLAYTON	
P									10.9	WHITTIER JCT. YL	
97 P	11.32 ²⁵⁰	12.32	5.26 ²⁵⁵	8.03	2.15	10.35	2.15	8.15	10.8	DN PICO YL K	
67 P	11.29	12.29	5.24	8.00	2.10	10.30	2.10	8.10	8.5	D MONTEBELLO MK	
									5.7	EAST LOS ANGELES YL	
									5.8	TELEGRAPH ROAD YL	
YARD O P T W Y Z	11.18	12.18	5.14	7.47	2.00AM	10.20AM	2.00PM ²⁶¹	8.00PM	3.7	DN-R EAST YARD YL D	
P	11.16	12.16	5.12	7.45					2.8	DOWNEY ROAD YL	
I	11.12	12.12	5.09	7.41					1.7	NINTH ST. JCT. YL	
									0.0	FIRST ST. YL	
I	11.04	12.05	5.03	7.34						PASADENA JCT. YL	
I										A. T. & S. F. Csg. (Mission Tower)	
IP	11.00AM	12.01PM	5.00PM	7.30PM						DN-R LOS ANGELES UD	
										(Union Station)	
	(4.15)	(4.10)	(3.45)	(4.55)	(9.30)	(8.10)	(8.45)	(8.30)		168.9	
	38.8	39.6	44.4	33.6	16.7	20.2	18.8	19.4		165.2	

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

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

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

Time shown at Colton, San Bernardino and Barstow is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Daggett and Riverside Jct. and are governed by L. A. U. P. T. rules while using their tracks between Los Angeles and terminal limits, 200 feet west of A. T. & S. F. Csg. (Mission Tower). Movement of trains and engines between Pasadena Jct. and Los Angeles is governed by interlocking signals.

All first-class trains will register at Yermo by train registering ticket.

For conditional stops to discharge or pick up revenue passengers.—See page 3.

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

PROVO SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Provo City limits, between M.P. 754.8 and 751.0.	20	20	15	Juab Between M.P. 694.4 and 691.8.	40	30	25
Payson Between M.P. 733.5 and 732.9.	40	30	25	Mills Between M.P. 685.8 and 674.6.	40	30	20
Nephi City limits, between M.P. 711.8 and 710.0. Plaster mill spur.	20	20	20 10	Lynndyl Between house track switch and stand-pipe.	5	5	5

FIRST SUBDIVISION

Salt Lake City, when pushing cars between Fifth North and Twenty-first South Sts.			5	Faust Between M.P. 721.0 and 719.6.	60	50	40
Salt Lake City, between Fifth North and Ninth South Sts. and between Third West and Fourth West Sts.	12	12	12	Pehrson Between M.P. 715.8 and 705.8.	55	45	35
All trains and engines using main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South St. and Ninth South St.				Boulter Between M.P. 703.8 and 702.1. Between M.P. 699.9 and 699.6.	70 70	60 60	50 50
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	McIntyre Between M.P. 688.9 and 685.7	60	50	40
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Jericho Between M.P. 684.5 and 682.5 Between M.P. 681.0 and 680.5	60 60	50 50	40 40
Between M.P. 779.6 and 779.2.	70	60	50	Dyer Between M.P. 679.2 and 678.9.	65	55	45
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Lynndyl Over old cinder pit on inbound round-house lead. Between M.P. 665.9 and 665.7.		5 60	5 50
Garfield Between M.P. 767.5 and 767.2. D. & R. G. W. Crossing M.P. 767.1.	65 65	55 55	45 45	Strong Between M.P. 656.4 and 655.8. Between M.P. 653.2 and 652.9 Between M.P. 651.6 and 651.4	70 70 70	60 60 60	50 50 50
American Smelting and Refining Co. High Line.			15	Milford between M.P. 577.0 and 576.5.	20	20	20
Lake Point Between M.P. 763.3 and 762.8. Between M.P. 761.9 and 760.9. Between M.P. 758.8 and 757.1.	65 70 55	55 60 45	45 50 35				
Erda Between M.P. 755.5 and 754.2.	60	50	40				
Stockton Between M.P. 744.1 and 742.1	55	45	35				

SECOND SUBDIVISION

Milford Between M.P. 577.0 and 576.5.	20	20	20	Brown Between M.P. 489.2 and 489.1. Between M.P. 488.7 and 486.8. Between M.P. 486.6 and 484.5.	50 30 50	40 30 40	30 25 30
Modena Between M.P. 502.4 and 502.0.	70	60	50	Acoma Between M.P. 481.6 and 480.4. Between M.P. 480.0 and 479.8. Between M.P. 479.4 and 479.1. Between M.P. 477.2 and 469.1.	30 50 40 30	25 40 30 25	20 25 25 20
Uvada Between M.P. 499.9 and 499.7. Between M.P. 498.5 and 497.6. Maximum speed. Between M.P. 497.3 and Caliente. Between M.P. 497.3 and 495.0. Between M.P. 494.4 and 494.1.	70 70 70 30 40	60 60 60 25 30	50 50 50 20 25	Islen to Minto Steam engines backing up. Minto Between M.P. 468.3 and 468.1. Between M.P. 466.9 and 466.0.	12 12 55 45	12 12 45 35	12 12 35 25
Crestline Between M.P. 492.1 and 491.9. Between M.P. 491.5 and 490.6. Between M.P. 489.9 and 489.7.	40 50 45	30 40 35	25 30 30				

SECOND SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Eccles Between M.P. 463.9 and 461.7. Between M.P. 461.7 and 461.2. Between M.P. 460.3 and 460.0.	45 30 45	35 25 35	25 20 25	Hoya Between M.P. 400.5 and 399.9. Between M.P. 398.6 and 397.6.	70 45	60 35	50 25
Caliente Caliente, between public crossing east of passenger station and Signal 4592. Between M.P. 455.9 and 454.5.	20 35	20 35	20 25	Rox Between M.P. 397.3 and 396.2. Between M.P. 395.8 and 394.7. Between M.P. 394.2 and 394.0.	70 35 60	60 35 50	50 25 40
Etna Between Etna and M.P. 425. Streamline trains must not exceed schedule speed. Between M.P. 454.5 and 430.1. Between M.P. 429.2 and 429.1.		50		Moapa Between M.P. 380.9 and 380.4. Between M.P. 379.6 and 379.2.	65 60	55 50	45 40
Leith Between M.P. 428.2 and 428.0. Between M.P. 427.6 and 426.4. Between M.P. 426.2 and 425.5. Between M.P. 425.1 and 425.0. Between M.P. 425.0 and 420.0. Streamline trains must not exceed schedule speed. Between M.P. 424.1 and 423.2. Between M.P. 422.2 and 422.0. Between M.P. 421.3 and 420.4. Between M.P. 420.0 and Farrier Stream-line trains must not exceed schedule speed. Between M.P. 419.6 and 419.1.	55 60 55 60	45 50 45 50 60	35 40 35 40	Ute Between M.P. 369.4 and 369.1. Between M.P. 364.2 and 363.9.	70 70	60 60	50 50
Carp Between M.P. 418.5 and 403.7.	35	35	25	Dry Lake Between M.P. 362.5 and 362.2. Between M.P. 359.4 and 358.8. Between M.P. 358.4 and 358.2.			
				Garnet Between M.P. 357.8 and 357.3. Between M.P. 356.8 and 356.1.	80 50	70 40	50 30
				Apex Between M.P. 351.1 and 350.7. Between M.P. 350.7 and 348.4.	70 40	60 40	50 30
				Valley Airport spur.			25 25
				Wann Between M.P. 335.3 and 334.2.	20	20	20
				Las Vegas			

THIRD SUBDIVISION

Las Vegas Between M.P. 334.2 and 333.1. Between M.P. 329.4 and 328.0.	20 85	20 70	20 50	Cima to Kelso Diesel-electric locomotive running light with dynamic brake in operation and passenger trains handled by Diesel-electric locomotives with dynamic brake in operation.			45 45
Arden Between M.P. 321.0 and 320.6. Between M.P. 319.7 and 318.5. Between M.P. 317.1 and 316.5. Between M.P. 316.5 and 315.0.	65 40 60 40	55 40 50 40	45 30 40 30	Cima to Kelso, any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.			30
Sloan Between M.P. 315.0 and 314.6. Between M.P. 313.6 and 312.6. Between M.P. 312.5 and 311.7. Between M.P. 309.8 and 309.3.	40 80 45 70	40 70 40 60	30 50 30 50	Cima to Kelso All freight and mixed trains except when handled with Diesel-electric locomotive with dynamic brake in operation, will consume 5 mins. running the first mile and 4 mins. the second mile, after leaving Cima, to avoid too rapid heating of wheels.	60	40	20
Erie Between M.P. 302.2 and 302.0.	85	70	50	Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45		
Desert Between M.P. 282.2 and 281.8.	85	70	50	Hayden Between Signals 2359 and 2352.	20	20	20
Moore Between M.P. 272.9 and 271.9.	85	70	50	Kelso Between M.P. 231.2 and 230.9.	70	60	50
Ivanpah Between M.P. 267.5 and 267.1.	85	70	50	Flynn Between M.P. 226.5 and 225.0. Between M.P. 223.9 and 223.5.	85 80	70 70	50 50
Brant Between M.P. 263.5 and 262.5.	85	70	50				

THIRD SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Basin				Dunn			
Between M.P. 196.2 and 193.8.	60	50	40	Between M.P. 187.0 and 186.2.	70	60	50
Between M.P. 193.7 and 191.8	50	40	30				
Afton				Yermo			
Between M.P. 190.9 and 188.4	55	45	35	Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

FOURTH SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Yermo				WO Tower			
Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Between M.P. 33.8 and 31.3.	30	30	25
Between M.P. 159.0 and 158.8.	15	15	15	Pomona			
Riverside Jct.				Between M.P. 29.5 and 29.1.	70	60	50
Between M.P. 58.1 and 57.8.	20	20	20	Spadra			
Spring Switch M.P. 575	20	20	20	Between M.P. 25.3 and 25.1.	70	60	50
Between M.P. 56.0 and 55.4.	55	45	35	Walnut			
PE crossing M.P. 55.2.	20	20	20	Between M.P. 23.8 and 23.6.	70	60	50
Streeter				Hillgrove			
Between M.P. 54.6 and 53.4.	60	50	40	Between M.P. 15.3 and 15.1.	55	45	35
Arlington				Between M.P. 13.9 and 13.6.	70	60	50
Between M.P. 52.3 and 51.8.	65	55	45	Montebello			
Between M.P. 50.7 and 49.9.	70	60	50	Between M.P. 3.3 and 2.2.	25	25	20
Bly				Between M.P. 2.2 and 1.7.	15	15	15
When using cross-over east of office.			10	Between M.P. 0.1 and West 0.3	35	35	25
Mira Loma				Between West M.P. 0.3 and Pasadena Jet.	15	15	15
S. P. Crossing M.P. 38.1.	30	30	25	Between Pasadena Jet. and Los Angeles River Bridge.	15	15	15

BRANCHES						
Location	Miles Per Hour		Location	Miles Per Hour		
	Psgr.	Frnt.		Psgr.	Frnt.	
Fairfield Branch		15	Blue Diamond Spur			
Eureka Branch		12	Arden to M.P. 8.			20
Eureka, within city limits.		6	M.P. 8 to end of track.			12
Fillmore Branch		30	Crestmore Branch			15
At M.P. 12.4, 12.8, 13.5 and 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.			Between Bly and Crestmore.			
Cedar City Branch	30	30	Anaheim Branch			20
Cedar City Loop, over spring switch.	10	10	Between M.P. 2.0 and 2.5.			15
Cedar City, oil track No. 12, Commissary spur and freight house lead.		5	Between M.P. 12.0 and 13.0.			10
Iron Mountain Branch		15	San Pedro Branch	30	30	
Pioche Branch			Lead known as Consolidated Lumber Company track: On straight track.			10
Between M.P. 0.0 and 17.0.		25	On curves.			6
Between M.P. 17.0 and 22.0.		10	Vernon, city limits.	12	12	
Between M.P. 22.0 and 32.7.		25	Henry Ford Ave. drawbridge.	15	15	
Prince Branch		15	Pasadena Branch	12	12	
Mead Lake Branch		25	Glendale Branch	12	12	
Between M.P. 5.4 and 6.1.		15	Trains and engines are governed by S. P. Co. time-table and rules while using S. P. Co. tracks between Avenue 18 and Arroyo Jet.			
Boulder City Branch	30	30				
Between M.P. 11.2 and 11.5.		20				
Between M.P. 17.8 and 19.0.		20				

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection	Location	Mile Post	Car Capacity, See Rule 6 (A)	Switch Connection
Small Arms Spur	779.9	64 P	West	Eureka	3.6		East
Bauer	744.8	32 P	Both	Silver City Branch			
Clover USG Connection	732.8	Yard P	East	Silver City	2.4		East
Oasis	644.4	32 P	Both	Mammoth Branch			
Borden	620.9	3 P	West	Mammoth	1.6	10	Both
Pumice	604.3	10 P	Both	Cedar City Branch			
Second Subdivision				Kaiser Siding	22.5	48	Both
Laho	566.6	26 P	Both	Stock Yards	29.9	50 P	East
Barclay	478.7	17 P	Both	Mead Lake Branch			
Little Springs	472.3	16 P	East	Standard Oil Co. Spur	3.1	1	East
Kyle	434.1	73 P	Both	Arrowhead	3.3	18	West
Gault	408.5	69 P	Both	Seven Arrow Gypsum	9.3	7	East
Hoya Gravel Pit	401.5	64 P	Both	Amber	9.5	4	East
Byron	378.1	74 P	Both	Virgin	12.8	6	Both
Crystal	368.6	72 P	Both	Glassand	13.7	21	West
Arrolime	353.8	31 P	Both	Boulder City Branch			
Lovell	344.5	18 P	Both	Magnesium	10.5	20	Both
McCarran Airport Spur	342.6	P	West	Crestmore Branch			
Third Subdivision				Ennis	3.1	15	Both
Blue Diamond	321.8	P	West	Ormand	3.9	14	Both
New Dunn	188.5	20 P	Both	Ormand Quarry	3.9	78	West
Fourth Subdivision				Crestmore	6.9	Yard	Both
Magnolia Ave.	55.2	13	East	Anaheim Branch			
Stearns Winery	45.8	226	East	Gladding McBean Track	0.2	9	Both
Champagne	43.5	35	Both	Sunny Hills Spur	13.8	118	West
Ballou	40.5	41	Both	Fullerton Industrial Lead	15.4	30	West
Winery Spur	39.1	12	West	California Juice Inc.	19.1	13	West
San Antonio Meat Co.	34.1	22	East	Southern California Citrus	19.2	16	West
Industrial Spur	27.0	38	East	Glendale Branch			
Fallon	21.7	9	West	Taylor Milling Co.	4.2	15	West
St. Helens Spur	11.1	16	West	Pacific Fence	5.3	4	East
Provo Subdivision				Delay Drive	5.5	12	West
Officer	38.9	77 P	Both	Pottery Spur	5.7	2	West
Burton	39.5	21	Both	Westcraft, Inc.	5.8	8	West
Husler's	41.0	77 P	Both	Union Oil	6.1	2	East
Bentz	42.2	7	West	Forest Lawn	6.2	3	Both
Cushing	47.5	27	Both	Glendale	7.7	5	Both
Mellen Sand Spur	781.3	10	East	Pasadena Branch			
Rideout Spur	778.0	7	East	Baker Spur	5.3	5	East
Lehi Sugar Spur	769.1	98	East	Team Track	5.4	1	West
Utah Oil Co. Spur	765.8	2	West	Municipal Light Plant	8.2	8	East
Hardy Beet Spur	761.8	27	West	Municipal Light Plant	8.3	7	Both
Bunker Spur	759.9	12	East	Lennox Furnace Co.	8.5	2	East
Provo-Cutting Spur	754.8	38	East	Crown Fence & Supply Co.	8.6	2	West
Ironton	752.3	108	East	A. C. Vroman Inc.	9.3	3	East
Levan	699.0	5	East	Pasadena	9.8	19	Both
Soma	679.0	14 P	Both	San Pedro Branch			
UISCO Rock Spur	676.3	12	East	Bell Foundry Spur	8.5	3	East
Lemington	671.3	26 P	Both	Rancho Los Amigos	10.0	3	East
Fairfield Branch				Vernon Foundry Co.	10.2	6	West
Dahl Spur	12.7	9	East	Hollydale Spur	10.4	18	West
Floyd Spur	17.4	9	West	Macco Corporation	11.5	15	West
Pioche Branch				North Long Beach Branch			
Peck	6.0			North Long Beach	16.2	13 P	Both
Prince Branch				Douglas Aircraft Spur & Wye	16.5		Both
Atlanta	2.6	13	Both	Montana Ranch Spur	16.9	6	East
Mendha	4.2	3	East	Richfield Oil Spur	17.1	47	West
Casleton	6.5	22	East	City of Long Beach Water Dept.	17.1	8	East
Prince	8.6	4	Both	Hancock Refinery Spur	17.2	26	East
Fillmore Branch				Cherry Ave. Team Track	17.2	17	East
Greenwood	21.7	10	East				