

# Los Angeles & Salt Lake

## RAILROAD COMPANY

# TIME TABLE

TO TAKE EFFECT SUNDAY, NOV. 14, 1920

WEST OF CALIENTE, AT 12:01 A. M., "PACIFIC TIME."

EAST OF CALIENTE, AT 12:01 A. M., "MOUNTAIN TIME."

For the government and information of employees only, and not intended for the use of the public. The Company reserves the right to vary from this schedule as circumstances may require.

**W. H. COMSTOCK,**  
General Manager,  
LOS ANGELES



# SPECIAL RULES

1—No train may leave the following stations without clearance.

Los Angeles	Las Vegas	Salt Lake
Riverside	Caliente	Cutler (Branch trains only).
Daggett	Milford	
Yermo	Lynndyl	Provo (94 and 95 only)
Kelso	Tintic	52 and 84 only
East San Pedro	Warner	(62 only)
Pasadena	Garfield	(Bingham trains) Pioche
	Sandy	only

Rule 83A will not apply at Stations where there is no telegraph office or where telegraph offices are closed.

2—All trains will register in books provided for that purpose at the following stations:

Los Angeles	Glendale Junction	†Buena Vista
Riverside	Las Vegas	Salt Lake
Daggett	Caliente	
Yermo	Milford	Provo
Kelso	Lynndyl	
Cima	Tintic (51-52-83 and 84 only)	Sandy
East San Pedro	Warner 61 and 62 only.	
Pasadena	Wye { 53-54-55-56-57-	
Verdugo Park	{ 58-59-60-	
Long Beach	{ 63 and 64 only	
	Garfield 109-110-111-112 only	

†Note—Trains 19-20-7-8-109-110-111 and 112 will throw off register slip at Buena Vista when operator on duty.

3—Clocks in Dispatchers' office at Los Angeles and Salt Lake, and telegraph offices at Riverside, Yermo, Kelso, Las Vegas, Caliente, Milford, Lynndyl and Tintic, show STANDARD TIME.

4—The following stations have yard limit signs (see Rule 93): Los Angeles, on Glendale District at east street line Dayton Ave.; Pasadena District, 1000 ft. south of M. P. 4; San Pedro District, 1000 ft. north of P. E. Crossing, near Bell; First District, 850 ft. east of 9th street, East San Pedro (Yard Limit extends to Anaheim Road, Long Beach); East Yard, Riverside, Yermo, Kelso, Las Vegas, Moapa, Caliente, Milford, Delta, Lynndyl, Tintic, Warner, Lake Point (yard limits have been extended to east yard limit sign, Garfield), Salt Lake, Cutler, Nephi and Provo.

5—Schedule trains may be cleared by clearance card form 2643 at Daggett and Riverside.

6—The speed of Passenger trains will ordinarily be that prescribed in the schedule but in cases of delay requiring greater speed to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the Conductor and Engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances, but in no case shall exceed fifty miles per hour. Freight trains will not exceed a speed of thirty miles per hour, i. e., will consume not less than two minutes in running each and every mile. All trains will reduce speed to fifteen (15) miles per hour over grade crossings with electric or steam lines at which interlocking plants are not maintained.

7—Notwithstanding that over-head warning signals are provided at overhead bridges and tunnels, and other places, special attention is called to the fact that sufficient clearance is not allowed at various points to permit of a man standing on top of an enclosed car. Employees are warned that to do same will be at their own peril and risk.

8—Engines on freight trains must cut off to take fuel or water; this does not apply to trains of twenty cars or less.

9—No engine may be detached from train while in motion. When train is stopped on grade, a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated.

10—Passengers will not be carried on freight trains except persons in charge of live stock, and care takers of other property as provided for in published tariffs; or persons presenting special permits issued by the General Manager; annual and term passes issued in favor of officers and employees, unless endorsed otherwise, and trip passes in favor of employees when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employees are traveling on Company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

11—Trains will be governed by Interlocking signals at crossings of Southern Pacific one mile north of Los Angeles; at crossing of A. T. & S. F. Ry. at Hobart; at crossing of Southern Pacific one mile east of Pomona; at crossing of Southern Pacific at Ontario; at crossing of P. E. Ry. at Magnolia; at crossing of T. & T. R. R. at Crucero; at crossing of Southern Pacific at Cudahy. All trains must stop at other railroad crossings, and know that track is clear before proceeding.

## CABIN INTERLOCKERS

Located at Tenth South, Salt Lake City, O. S. L. Crossing Salt Lake & Utah R. R. Crossing of Bingham & Garfield Railroad, between Garfield and Smelter. American Fork, Crossing of Salt Lake & Utah Railroad.

—If home signals at cabin Interlocking plants are in stop position, trains may proceed when crossing and signals are clear, and if signals do not clear, flagman must go ahead over crossing and then be governed by Rule 509.

12—Automatic signals of the upper right hand quadrant three position type are in operation between Los Angeles and Riverside Junction; Guelph and Tomas; Lynndyl and Salt Lake.

13—Switch at Glendale Junction must be left set for Pasadent Subdivision.

14—EIGHT MILES per hour must not be exceeded over wharf or wharf approach at East San Pedro. Speed must be reduced and brakes released before reaching a bridge where special notice or instructions are in effect limiting speed over such bridge, and brakes must not again be applied while any portion of the train is on the bridge, except in emergency. All trains must reduce speed to fifteen (15) miles per hour over new drawbridge between Long Beach and East San Pedro.



**15**—Retaining valves must be used on ALL trains, Cima to Kelso, Frisco to Milford, Frisco to Newhouse, Eureka to Tintic, Mammoth to Mammoth Junction, and Silver City to Tintic. Retainers will be used on all loads and on each alternate empty Islen to Minto on freight trains. On other grades Conductors will see that as many retaining valves are used as are necessary to control their trains.

**16**—Conductors of all westbound trains will make rigid inspection of their trains and brakes at Cima; flagman will apply air by opening angle cock on rear car. Engineer will acknowledge it by two short blasts of the whistle and release of brakes. Running test will also be made immediately after starting on descending grade. Westbound freight trains will stop at Crestline, Islen, Minto and Boyd for inspection and will stop ten minutes at Chase, Ames, and Kelso for inspection and cooling of wheels.

**17**—While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits: Nephi, fifteen (15) miles per hour; Sandy, Lehi, American Fork, Pleasant Grove and Provo, eight (8) miles per hour; Eureka, six (6) miles per hour; Long Beach, twenty (20) miles per hour at all points within city limits, twelve (12) miles per hour between Golden and 4th Streets, and six (6) miles per hour between 4th Street and Anaheim Road; Pomona, Ontario and Colton, fifteen (15) miles per hour; Los Angeles, eight (8) miles per hour, between 7th Street and North Broadway; and over any railway crossing not interlocked, within the city limits, except that at Aliso Street, all trains, including yard engines, must stop not less than ten (10) feet from Pacific Electric crossing and receive proceed signal from flagman before starting over.

**18**—Time Table and Rules of the Oregon Short Line Railroad will govern all trains within Joint Yard Limits, Salt Lake City.

**19**—Joint Time Table of the Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railroad Co. will govern between Denver & Rio Grande crossing and Mammoth.

**20**—At Western Pacific crossing about one-quarter mile west of Jordan River on Sixth District (old line), trains of the Los Angeles & Salt Lake Railroad are superior to trains of the same class of Western Pacific Railroad. At Denver & Rio Grande Railroad crossing 4.5 miles east of Provo, trains of the Los Angeles & Salt Lake Railroad, are superior to trains of the same class of the Denver & Rio Grande Railroad. At Denver & Rio Grande Railroad crossing between Mammoth Junction and Mammoth on the Tintic District, trains of the Denver & Rio Grande Railroad are superior to trains of the same class of the Los Angeles & Salt Lake Railroad. Trains must stop at a distance not to exceed four hundred feet from these crossings and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting.

**21**—At all stations where train order signal is located outside of siding switches, all trains that must pass the switch used by opposing trains in taking siding, must approach said switch under control and if train order signal is held in stop position must stop clear of switch until cause of stop signal has been ascertained.

**22**—Passenger trains must consume two (2) minutes for each mile run, freight trains must consume four (4) minutes for each mile run, and light engines must consume two (2) minutes and thirty (30) seconds for each mile run Cima to Kelso.

**23**—Slow Boards are used at Balch in place of Slow Flags covering Drifting Sand at that Point, also one mile east of Eccles and at mile post 676½ Provo Subdivision covering Sliding Rock.

**LOS ANGELES DIVISION:**

T. P. CULLEN  
Superintendent.

W. B. MORROW,  
Train Master.

N. E. WILLIAMS  
Train Master  
Las Vegas.

C. N. ESENDER,  
Chief Dispatcher.  
Los Angeles.

V. G. HAM  
Chief Dispatcher  
Las Vegas

E. G. FUNK

R. W. BRADY

C. W. KING

F. H. CRAWFORD

W. McCALL

A. J. DUBOIS

T. V. COX

C. J. HARVEY

} Dispatchers

**SALT LAKE DIVISION:**

W. H. SMITH,  
Superintendent.  
Salt Lake City.

W. F. FARRIER,  
Train Master,  
Salt Lake City.

A. J. MOONEY,  
Chief Dispatcher,  
Salt Lake City.

W. E. BORDEN,  
C. W. ALDRICH,  
L. G. CAMPBELL,  
D. M. JONES,

} Dispatchers,  
Salt Lake.

J. T. WARDENBURG,  
Train Master,  
Milford

J. C. HAYMOND,  
Chief Dispatcher,  
Milford.

C. E. MOORE,  
T. B. RUSSELL  
T. G. ANDERSON  
O. J. DAVID

} Dispatchers,  
Milford.

## CONDENSED TIME TABLE.

EASTWARD								LOS ANGELES and SALT LAKE		WESTWARD							
Second Class <b>256</b> Freight LEAVE DAILY	FIRST CLASS							Distance from Los Angeles	Time Table No. 59 NOV. 14, 1920	Distance from Salt Lake City	FIRST CLASS						Second Class <b>253</b> Freight ARRIVE DAILY
	<b>72</b> Passenger LEAVE DAILY	<b>8</b> Los Angeles Limited LEAVE DAILY	<b>20</b> Continental Limited LEAVE DAILY	<b>62</b> Passenger LEAVE DAILY	<b>52</b> Passenger LEAVE DAILY	<b>4</b> Passenger LEAVE DAILY	STATIONS				<b>3</b> Passenger ARRIVE DAILY	<b>51</b> Passenger ARRIVE DAILY	<b>61</b> Passenger ARRIVE DAILY	<b>19</b> Continental Limited ARRIVE DAILY	<b>7</b> Los Angeles Limited ARRIVE DAILY	<b>71</b> Passenger Arrive DAILY	
11:00PM		10:50AM	4:00PM			8:00PM	0.0	<b>LOS ANGELES</b>	784.0	7:00AM			9:30AM	1:30PM			11:55PM
1:00AM		11:43AM	4:55			9:00	32.0	<b>POMONA</b>	751.7	5:57			8:30	12:31PM			9:00
2:25		12:25PM	5:45			9:50	57.5	<b>RIVERSIDE</b>	726.2	5:10			7:40	11:45AM			6:15PM
		1:00	6:25			10:30PM	68.2	<b>SAN BERNARDINO</b>	715.5	4:40			7:15	11:20			
		3:45	9:15			1:25AM	149.4	<b>BARSTOW</b>	620.5	1:25			4:25	8:30			
5:05PM		4:15	9:50PM			2:05	163.2	<b>YERMO</b>	634.3	12:50AM			3:55	8:00			7:30
10:50		6:29	12:05AM			4:19	235.5	<b>KELSO</b>	548.2	10:15PM			1:46AM	5:54			12:05AM
8:40AM		9:35	3:35			8:30	334.2	<b>LAS VEGAS</b>	449.5	6:05			10:30PM	2:40AM			3:00PM
12:25PM		10:51PM	5:08			10:08AM	383.1	<b>MOAPA</b>	400.6	3:45			8:49	1:05AM			7:55
11:40PM		3:00AM	9:25			3:00PM	459.5	<b>CALIENTE</b>	324.5	12:30PM			6:30PM	10:45PM			3:00AM
4:05AM		4:42	11:09AM			5:09	509.8	<b>MODENA</b>	274.2	11:03AM			5:37	9:57			10:35PM
6:25		5:31	12:03PM			6:17	541.4	<b>LUND</b>	242.6	10:02			4:43	9:03			8:05
10:05		6:37	1:12			8:10	576.8	<b>MILFORD</b>	207.2	9:00			3:35	7:55			6:00
11:40AM		7:16	1:55			8:55	599.4	<b>BLACK ROCK</b>	184.6	7:42			2:48	7:07			3:05PM
6:10PM		10:00AM	9:00	4:00		11:20PM	665.9	<b>LYNNDYL</b>	118.1	5:15			12:50PM	5:15	12:10AM		10:30AM
9:15		10:05	5:09		12:15PM		698.6	<b>TINTIC</b>	89.2		10:35AM		11:44AM	4:15			6:43
12:35AM		11:34AM	6:43	8:40PM	1:55		748.2	<b>WARNER</b>	85.4		8:47	8:15PM	10:01	2:43			2:50
1:50		12:04PM	7:16	9:24	2:45		768.3	<b>GARFIELD</b>	35.8		8:00	7:32	9:25	2:10			1:10AM
		11:38AM				1:31AM	710.8	<b>NEPHI</b>	15.7	3:38					10:40AM		
		1:06PM				3:37	752.7	<b>PROVO</b>	47.3	2:04AM					9:17		
3:05AM		3:00PM	12:35PM	7:50PM	9:55PM	3:15PM	784.0	<b>SALT LAKE</b>	0.0	11:55PM	7:30AM	7:00PM	8:55AM	1:40PM	7:20AM		11:45PM
ARRIVE DAILY		Arrive DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		784.0		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		LEAVE DAILY

Eastward trains are superior to trains of the same class in the opposite direction.



# FIRST SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Track Scales Turntable, Wye,	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings		
	256 Freight	4 Passenger	20 Continental Limited	8 Los Angeles Limited	3 Passenger	19 Continental Limited					7 Los Angeles Limited	253 Freight			253 Freight			
													LEAVE DAILY	LEAVE DAILY			LEAVE DAILY	ARRIVE DAILY
	11:00PM	8:00PM	4:00PM	10:50AM			0	0	DN--R LOS ANGELES DS	19	788.7	7:00AM	9:30AM	1:30PM		11:55PM	YARD	
							1.0	0	1.0 7th ST. LOS ANGELES	14	782.7							
W	11:35	f 8:07	4:06	10:56			3.5	37	2.5 EAST YARD	26	780.2	f 6:50	9:20	1:20		11:35	YARD	
		f 8:14	4:13	11:03			8.5	26	5.0 D MONTEBELLO MK	36	775.2	f 6:39	9:11	1:11			30	
	11:55PM	f 8:17	4:16	11:05			10.3	42	1.8 D PICO K	36	773.4	f 6:32	9:08	1:08		11:10	60	
		8:18	4:17	11:06			10.9	42	0.6 WHITTIER JCT.	36	772.8							
		f 8:21					12.7	42	1.8 BARTOLO	0	771.0	f 6:28					SPUR 11	
	12:05AM	f 8:23	4:21	11:10			13.7	47	1.0 CLAYTON	0	770.0	f 6:26	9:01	1:00		10:55	60	
		f 8:29					17.9	47	4.2 HUDSON	0	765.8	f 6:19					SPUR 6	
W	12:20	f 8:32	4:29	11:18			19.9	38	2.0 D ROWLAND BO	0	763.8	f 6:16	8:51	12:50		10:33	67	
		f 8:36					21.7	38	1.8 FALLON	0	762.0	f 6:12					SPUR 8	
	12:35	f 8:40	4:37	11:26			24.4	50	2.7 D WALNUT WA	0	759.3	f 6:08	8:44	12:43		9:50	51	
	12:48	f 8:48	4:45	11:34			28.9	50	4.5 SPADRA	0	754.8	f 6:02	8:36	12:36		9:25	20	
W	1:00	s 9:00	s 4:55	s 11:43			32.0	50	3.1 D POMONA FO	0	751.7	s 5:57	f 8:30	12:31		9:00	57	
							33.0	32	1.0 S. P. CROSSING	0	750.7							
	1:12	f 9:06	5:01	11:48			35.5	31	2.5 NAROD	0	748.2	f 5:50	8:22	12:24		8:30	40	
							37.7	29	2.2 S. P. CROSSING	0	746.0							
W	1:25	s 9:13	s 5:07	s 11:54			37.8	29	0.1 DN ONTARIO ON	44	745.9	s 5:44	f 8:16	12:19		8:10	79	
							38.1	0	0.3 S. P. CROSSING	44	745.6							
	1:36	f 9:19	5:13	11:59AM			41.7	0	3.6 COLLINS	31	742.0	f 5:37	8:08	12:11		7:40	45	
	1:50	f 9:25	5:19	12:05PM			45.6	0	3.9 D WINEVILLE V	47	738.1	f 5:31	8:02	12:05PM		7:20	82	
Y		9:29	5:23	12:08			48.3	12	2.7 BLY	0	735.4	5:26	7:58	11:59AM		7:00	53	
W	2:05	f 9:31	5:25	12:10			49.8	0	1.5 D PEDLEY PD	0	733.9	f 5:24	7:56	11:57		6:50	72	
		f 9:34					51.3	47	1.5 CONCRETE	43	732.4	f 5:21					SPUR 12	
	2:15	9:38	5:33	12:17			53.8	46	2.5 STREETER	0	729.9	5:17	7:49	11:52		6:30	50	
	2:20	f 9:41	5:35	12:19			55.1	50	1.3 MAGNOLIA AVE.	26	728.6	f 5:15	7:47	11:50		6:25	32	
W	2:25	s 9:50	s 5:45	s 12:25			57.5	50	2.4 DN--R RIVERSIDE VN	0	726.2	s 5:10	s 7:40	s 11:45		6:15	YARD	
	2:30AM	9:55PM	5:50PM	12:27PM			58.2	40	0.7 RIVERSIDE JCT.	0	725.2	5:05AM	7:37AM	11:40AM		6:00PM		

Figures shown between Riverside Junction and Daggett are for information only. Be governed by current time tables A. T. & S. F. Ry. Arizona and Los Angeles divisions.

			9:55PM	5:50PM	12:27PM	58.2		RIVERSIDE JCT.		725.2	5:05AM	7:37AM	11:40AM				
			10:10	6:03	12:40	65.0		6.8 COLTON		718.7	4:48	7:22	11:28				
			10:20	6:15	12:50			3.2 SAN BERNARDINO B		715.5	4:40	7:15	11:20				
			10:30PM	6:25	1:00	68.2		81.2 BARSTOW BA		634.3	1:25	4:25	8:30				
			1:20AM	9:10	3:40	149.4		9.2 DAGGETT E		625.1	1:15	4:20	8:25				
			1:25	9:15	3:45												
			1:40AM	9:30PM	4:00PM	158.6											
FWY		2:05PM	1:45AM	9:30PM	4:00PM	158.6	53	DN--R DAGGETT E	19	625.1	1:00AM	4:05AM	8:10AM		8:00AM		YARD
		2:20PM	1:55AM	9:40PM	4:10PM	163.2		4.6 DN--R YERMO BN		620.5	12:50AM	3:55AM	8:00AM		7:30AM		YARD
		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			163.2			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		LEAVE DAILY		
		10.6	27.5	23.8	30.6			Average Miles per hour			26.4	29.2	29.6		10.0		
		15:20	5:55	5:40	5:20			Time over Subdivision			6:10	5:35	5:30		16:25		

No. 20 will stop on flag at Pico for Passengers for Salt Lake and East

No. 7 will stop at Ontario, Pomona and Pico to discharge passengers from Salt Lake City and East

Eastward trains are superior to trains of the same class in the opposite direction

## SECOND SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Fuel, Water, Turntable, Wye, Track Scales	EASTWARD			LOS ANGELES DIVISION										WESTWARD			Car Capacity of Sidings							
	SECOND CLASS		FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920										Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		
	256 Freight LEAVE DAILY		20 Continental Limited LEAVE DAILY	8 Los Angeles Limited LEAVE DAILY	4 Passenger LEAVE DAILY			STATIONS	7 Los Angeles Limited ARRIVE DAILY	3 Passenger ARRIVE DAILY	19 Continental Limited ARRIVE DAILY				253 Freight ARRIVE DAILY									
FWY	5:05PM		9:50PM	4:15PM	2:05AM	163.2	0	DN--R	YERMO	BN	620.5	7:50AM	12:35AM	3:45AM			4:40AM		YARD					
	5:25		10:00	4:25	2:14	168.3	0		5.1 KOUNS		615.4	7:40	12:25	3:35			4:10		73					
W	5:40		10:08	4:32	2:22	173.3	0		4.5 HARVARD		610.4	7:32	12:15	3:27			3:50		71					
	6:00		10:15	4:39	2:29	177.8	38		4.6 MANIX		605.9	7:25	12:05AM	3:20			3:30		71					
	6:20		10:22	4:46	2:36	182.4	0		4.9 FIELD		601.3	7:18	11:56PM	3:13			3:13		60					
	6:40		10:29	4:53	2:43	187.3	0		4.2 DUNN		596.4	7:09	11:44	3:03			2:43		60					
W	7:00		10:37	5:01	2:53	191.5	0	D	5.4 AFTON	FN	592.2	7:00	11:32	2:53			2:20		57					
	7:20		10:47	5:11	3:02	196.9	0		5.0 BAXTER		586.8	6:50	11:20	2:42			2:00		60					
	7:40		10:54	5:18	3:11	201.9	0		2.4 KING		581.8	6:42	11:10	2:34			1:45		60					
	7:50		10:57	5:21	3:14	204.3	0	DN	2.5 CRUCERO T. AND T. CROSSING	CR	579.4	6:39	11:06	2:31			1:40		1FF 30					
	8:00		11:01	5:25	3:18	206.8	42		5.1 BELFAST		576.9	6:35	11:01	2:27			1:32		60					
	8:20		11:09	5:33	3:26	211.9	53		5.4 BALCH		571.8	6:28	11:05	2:20			1:20		60					
W	8:40		11:19	5:43	3:36	217.3	53	D	4.6 SANDS	ND	566.4	6:21	11:04	2:13			1:05		60					
	9:00		11:29	5:53	3:44	221.9	53		4.0 GLASGOW		561.8	6:14	11:03	2:06			12:52		60					
	9:20		11:39	6:03	3:54	225.9	53		4.7 KERENS		557.8	6:08	11:02	2:00			12:42		59					
	9:40		11:49PM	6:14	4:04	230.6	63		4.9 FLYNN		553.1	6:01	11:02	1:53			12:30		62					
FWY	10:00 10:50		12:05AM	6:29	4:19	235.5	116	DN--R	3.6 KELSO	FO	548.2	5:54	10:15	1:46			12:05AM		YARD					
	11:20		12:14	6:38	4:30	239.1	116		4.3 HAYDEN		544.6	5:43	11:01	1:35			11:20PM		60					
	11:45PM		12:25	6:48	4:41	243.4	116		3.7 AMES		540.3	5:34	9:52	1:26			10:40		60					
	12:10AM		12:35	6:57	4:52	247.1	116		3.1 ELORA		536.6	5:27	9:45	1:19			10:10		60					
W	12:35		12:45	7:07	5:02	250.2	116		4.0 CHASE		533.5	5:21	9:36	1:13			9:50		60					
Y	1:03		1:03	7:19	5:13	254.2	0	DN--R	3.8 CIMA	G	529.5	5:13	9:25	1:03			9:25		120					
	1:35		1:09	7:25	5:23	258.0	0		4.9 HANLON		525.7	5:03	9:16	12:54			9:00		60					
	1:50		1:16	7:31	5:30	262.9	0		4.3 BRANT		520.8	4:54	9:06	12:45			8:35		60					
W	2:05		1:23	7:37	5:36	267.2	0	D	4.9 IVANPAH	ES	516.5	4:45	8:56	12:36			8:10		60					
	2:20		1:30	7:44	5:43	272.1	0		5.4 MOORE		511.6	4:35	8:46	12:26			7:44		60					
	2:35		1:39	7:51	5:52	277.5	0		4.9 NIPTON		506.2	4:24	8:36	12:15			7:20		59					
CW	3:00		1:49	8:00	6:03	282.4	7	N	4.8 DESERT	NS	501.3	4:14	8:24	12:05AM			7:00		54					
	3:15		1:58	8:08	6:12	287.2	1		4.5 CALADA		496.5	4:03	8:08	11:54PM			6:35		59					
	3:28		2:05	8:14	6:20	291.7	53		4.6 ROACH		492.0	3:55	7:56	11:46			6:10		60					
	3:48		2:12	8:21	6:29	296.3	53		4.8 BORAX		487.4	3:48	7:46	11:39			5:55		61					
	4:10		2:23	8:28	6:42	301.1	53	D	4.6 JEAN	JE	482.6	3:41	7:38	11:32			5:40		60					
	4:30		2:35	8:38	7:01	305.7	53		3.6 SUTOR		478.0	3:34	7:28	11:24			5:20		59					
	4:45		2:42	8:44	7:10	309.3	53	N	5.7 ERIE	ZY	474.4	3:29	7:18	11:19			5:05		63					
W	5:00		2:53	8:54	7:21	315.0	0		5.3 SLOAN		468.7	3:17	6:56	11:07			4:35		62					
	5:15		3:04	9:03	7:32	320.3	0		2.2 BARD		463.4	3:04	6:42	10:56			4:05		61					
W	5:30		3:07	9:06	7:36	322.5	0	D	2.3 ARDEN	A	461.2	3:01	6:35	10:52			3:50		30					
	5:45		3:10	9:09	7:40	324.6	0		4.7 PIERCE		459.1	2:58	6:28	10:48			3:40		61					
	6:00		3:17	9:16	7:49	329.3	0		4.9 BRACKEN		454.4	2:49	6:16	10:39			3:20		61					
FWY FYO	6:20AM		3:25AM	9:25PM	8:00AM	334.2	0	DN--R	171.0 LAS VEGAS	VG	449.5	2:40AM	6:05PM	10:30PM			3:00PM		YARD					
	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY							LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY							
	12.8		30.6	33.7	27.3			Average Miles per hour					33.7	26.3	32.5		12.5							
	13:15		5:35	5:10	5:55			Time over Subdivision					5:10	6:30	5:15		13:40							

Eastward trains are superior to trains of the same class in the opposite direction

# THIRD SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

WESTWARD

Fuel, Water Turntable, Wye Track Scales	SECOND CLASS			FIRST CLASS			Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920			Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings
	256 Freight			8 Los Angeles Limited	4 Passenger	20 Continental Limited			STATIONS					3 Passenger	19 Continental Limited	7 Los Angeles Limited	253 Freight		
	LEAVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	
FW	8:40AM			9:35PM	8:30AM	3:35AM	334.2	0	DN--B LAS VEGAS VG	53	449.5	5:35PM	10:20PM	2:30AM			11:55AM	YARD	
	8:55			9:44	8:40	3:42	338.7	53	4.5 WANN	0	445.0	f 5:22	10:13	2:22			11:25	60	
	9:15			9:50	f 8:47	3:48	342.5	53	3.8 VALLEY	0	441.2	f 5:12	10:07	2:16			11:05	60	
	9:45			10:00	f 8:57	3:58	347.0	53	4.5 DIKE	0	436.7	f 5:02	10:00	2:10			10:40	61	
	10:20			10:10	f 9:10	4:11	352.0	26	5.0 APEX	53	431.7	f 4:52	9:49	2:02			10:20	61	
	10:35			10:17	f 9:19	4:21	357.5	0	5.5 GARNET	53	426.2	f 4:40	9:35	1:51			9:50	61	
W	10:55			10:23	f 9:28	4:31	362.9	44	5.4 D DRY LAKE DY	53	420.8	f 4:28	9:25	1:41			9:28	60	
	11:20			10:30	f 9:38	4:42	368.6	13	5.7 CRYSTAL	53	415.1	f 4:15	9:16	1:32			9:00	60	
	11:45AM			10:37	f 9:46	4:50	373.5	0	4.9 UTE	53	410.2	f 4:05	9:07	1:23			8:40	60	
	12:05PM			10:44	f 9:54	4:58	378.1	53	4.6 BYRON	53	405.6	f 3:55	8:57	1:14			8:15	60	
WY	12:25			10:51	f 10:08	5:08	383.1	53	5.0 DN MOAPA MA	42	400.6	s 3:45	f 8:49	1:05			7:55	60	
	12:45			11:00	f 10:18	5:18	388.1	50	5.0 ACTON	27	395.6	f 3:30	8:41	12:57			7:35	60	
	1:05			11:07	f 10:27	5:27	393.4	53	5.3 GUELPH	0	390.3	f 3:20	8:33	12:50			7:15	59	
WY	1:25			11:16	f 10:37	5:35	397.8	53	4.4 N ROX EX	0	385.9	f 3:10	8:25	12:42			6:55	65	
	1:40			11:25	f 10:48	5:45	402.9	53	5.1 HOYA	0	380.8	f 2:55	8:17	12:33			6:40	61	
	2:00			11:36	f 10:59	5:57	408.6	53	5.7 GALT	0	375.1	f 2:41	8:07	12:22			6:20	61	
	2:25			11:47PM	f 11:12	6:08	413.5	53	4.9 VIGO	0	370.2	f 2:25	7:58	12:12			6:08	60	
FW	3:10			12:01AM	f 11:26	6:20	419.1	53	5.6 D CARP CA	0	364.6	f 2:10	7:48	12:01AM			5:40	54	
	4:00			12:11	f 11:37	6:30	424.0	53	4.9 RAPELJE	0	359.7	f 1:55	7:39	11:53PM			5:20	60	
Y	4:40			12:23	f 11:48AM	6:40	429.0	79	5.0 LEITH	0	354.7	f 1:38	7:30	11:45			5:00	61	
	5:10			12:40	f 12:06PM	6:55	434.1	58	5.1 KYLE	0	349.6	f 1:25	7:20	11:35			4:40	62	
W	5:50			12:50	f 12:18	7:06	438.5	79	4.4 DN ELGIN GN	0	345.2	f 1:15	7:11	11:26			4:20	57	
	6:57			1:12	f 12:36	7:38	444.9	79	6.4 BOYD	0	338.8	f 1:02	6:57	11:13			3:55	58	
	7:15			1:24	f 12:52	7:50	449.5	79	4.6 STINE	0	334.2	f 12:52	6:48	11:04			3:35	60	
	7:35			1:35	f 1:12	8:02	454.5	53	5.0 ETNA	0	329.2	f 12:42	6:39	10:54			3:18	61	
FWTY	8:00PM			1:50AM	1:30PM	8:15AM	459.5	53	5.0 IN--B CALIENTE CS	0	324.2	12:30PM	6:30PM	10:45PM			3:00AM	YARD	
	ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			125 3			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY		
	10.8			29.4	25.0	26.8			Average Miles per hour			24.6	32.7	33.4			14.		
	11:30			4.15	5.00	4.40			Time over Subdivision			5.05	3.50	3:45			8.55		

Pacific Time.

No train will exceed running time of No. 19, between Caliente and Hoya.

Eastward trains are superior to trains of the same class in the opposite direction

# FOURTH SUBDIVISION

EASTWARD			SALT LAKE DIVISION										WESTWARD					
Fuel, Water, Turntable, Wye, Truck Scales	SECOND CLASS		FIRST CLASS			Distance from Los Angeles	Rating Grade Ascending	Time Table No. 59 NOV. 14, 1920		Rating Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings	
	256 Freight		4 Passenger	20 Continental Limited	8 Los Angeles Limited			STATIONS				3 Passenger	19 Continental Limited	7 Los Angeles Limited	253 Freight			
	LEAVE DAILY		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			ARRIVE DAILY				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			
F W T Y	11:40 PM		3:00 PM	9:25 AM	3:00 AM	459.5	53	DN-R	CALIENTE	CS	324.5	1:00 PM	7:20 PM	11:40 PM		2:05 AM	YARD	
	11:59 PM		f 3:12	9:35	3:10	464.3	53		ECCLES		319.7	f 12:49	7:09	11:29		1:45	60	
	12:15 AM		f 3:21	9:43	3:19	468.4	109		MINTO		315.6	f 12:40	7:02	11:22		1:30	59	
	1:00		f 3:42	10:01	3:37	475.3	46	N	ISLEN	SN	308.7	f 12:21	6:44	11:04		1:00	57	
	1:20		f 3:51	10:08	3:44	478.6	65		BARCLAY		305.4	f 12:14	6:38	10:58		12:40	60	
W	1:55		s 4:05	10:19	3:53	484.6	80	D	ACOMA	VA	299.4	s 12:02 PM	6:27	10:47		12:20	60	
	2:15		f 4:18	10:28	4:02	489.3	55		BROWN		294.7	f 11:52 AM	6:17	10:37		12:05 AM	60	
Y	2:50		s 4:30	10:37	4:12	493.7	0	DN	CRESTLINE	NE	290.3	s 11:43	6:08	10:28		11:50 PM	60	
	3:10		f 4:40	10:46	4:21	497.8	0		LIEN		286.2	f 11:32	5:57	10:17		11:20	60	
	3:25		f 4:47	10:52	4:27	501.2	0		UVADA		282.8	f 11:24	5:51	10:11		11:05	60	
	3:40		f 4:55	10:59	4:34	505.9	0		TOMAS		278.1	f 11:16	5:43	10:03		10:50	61	
F W Y	4:05		s 5:09	11:09	4:42	509.8	31	DN	MODENA	NA	274.2	s 11:09	5:37	9:57		10:35	60	
	4:25		f 5:25	11:18	4:50	515.8	0		HEIST		268.2	f 10:50	5:25	9:45		10:05	60	
	4:58		f 5:35	11:26	4:58	521.1	3		YALE		262.9	f 10:41	5:18	9:38		9:38	60	
W	5:25		s 5:44	11:35	5:07	526.7	17	D	BERYL	BY	257.3	s 10:32	5:09	9:29		9:00	60	
	5:45		f 5:53	11:44	5:15	531.5	15		SAHARA		252.5	f 10:23	5:01	9:21		8:45	60	
	6:02		f 6:01	11:53 AM	5:23	536.4	11		FORD		247.6	f 10:15	4:53	9:13		8:30	60	
W Y	6:25		s 6:17	12:03 PM	5:31	541.4	2	DN	LUND	UN	242.6	s 10:05	f 4:43	9:03		8:05	61	
	6:40		f 6:27	12:12	5:38	545.8	16		KERR		238.2	f 9:53	4:33	8:53		7:47	60	
	6:55		f 6:36	12:20	5:46	550.5	2		LATIMER		233.5	f 9:45	4:25	8:45		7:32	60	
	7:10		f 6:45	12:27	5:53	554.8	18		NADA		229.2	f 9:37	4:17	8:37		7:20	60	
W	7:35		f 7:00	12:40	6:06	561.6	19		THERMO		222.4	f 9:24	4:04	8:24		7:00	60	
	7:50		f 7:10	12:49	6:15	566.6	0		LAHO		217.4	f 9:15	3:55	8:15		6:30	60	
	8:05		f 7:20	12:58	6:23	571.7	6		UPTON		212.3	f 9:06	3:46	8:06		6:15	60	
F W T Y O	8:25 AM		7:30 PM	1:07 PM	6:32 AM	576.8	6	DN-R	MILFORD	FD	207.2	8:55 AM	3:35 PM	7:55 PM		6:00 PM	YARD	
	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				117.3			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY		LEAVE DAILY		
	13.4		26.1	31.7	34.6			Average Miles per hour				28.7	31.3	31.3		14.5		
	8:45		4:30	3:42	3:27			Time over Subdivision				4:05	3:45	3:45		8:05		

### Mountain Time.

Passenger trains Westward will use not less than 18 minutes between Islen and Minto.  
 Freight trains and light engines Westward will use not less than 30 minutes between Islen and Minto.  
 Stem switch of Wye at Crestline will be left lined for East leg of Wye.

Eastward trains are superior to trains of the same class in the opposite direction



# FIFTH SUBDIVISION

		EASTWARD				SALT LAKE DIVISION				WESTWARD							
Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS			SECOND CLASS		Car Capacity of Sidings		
		256 Freight	4 Passenger	20 Continental Limited						8 Los Angeles Limited	3 Passenger	19 Continental Limited	7 Los Angeles Limited	253 Freight			
		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						LEAVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		ARRIVE DAILY	
FWTYO		10:05 AM		8:10 PM	1:12 PM	6:37 AM	576.8	32	DN-R MILFORD 4.2 FD	22	207.2	f 8:23 AM	s 3:27 PM	f 7:47 PM		YARD	
		10:25		f 8:20	1:21	6:45	581.0	29	OPAL 4.1	14	208.0	f 8:13	s 3:19	f 7:39		60	
		10:42		f 8:28	1:28	6:52	585.1	0	ZENDA 4.6	19	198.9	f 8:06	s 3:13	f 7:33		60	
		10:59		f 8:36	1:37	7:00	589.7	17	READ 5.0	5	194.3	f 7:57	s 3:05	f 7:25		60	
		11:16		f 8:45	1:46	7:08	594.7	19	MALONE 4.7	37	189.3	f 7:47	s 2:57	f 7:16		60	
WF		11:40 AM		s 8:55	1:55	7:16	599.4	52	DN BLACK ROCK 5.2 XO	51	184.6	s 7:38	s 2:48	f 7:07		85	
		12:01 PM		f 9:05	2:04	7:25	604.6	53	PUMICE 5.0	37	179.4	f 7:25	s 2:39	f 6:58		60	
		12:25		f 9:14	2:12	7:33	609.6	33	CRUZ 5.0	40	174.4	f 7:10	s 2:31	f 6:50		60	
W		12:45		f 9:23	2:22	7:41	614.6	32	GOSS 6.4	32	169.4	f 7:01	s 2:22	f 6:42		60	
		1:10		f 9:35	2:33	7:51	621.0	0	BORDEN 4.9	32	163.0	f 6:49	s 2:09	f 6:31		60	
		1:30		f 9:43	2:42	7:59	625.9	0	NEELS 5.1	17	158.1	f 6:39	s 2:01	f 6:23		60	
		1:53		s 9:53	2:51	8:07	631.0	2	D CLEAR LAKE 4.5 CK	9	153.0	s 6:29	f 1:53	f 6:15		60	
		2:15		f 10:01	2:59	8:14	635.5	27	JEROME 4.4	8	148.5	f 6:20	s 1:46	f 6:08		60	
		2:30		f 10:08	3:07	8:21	639.9	14	VAN 4.5	8	144.1	f 6:13	s 1:39	f 6:01		60	
WY		2:48		s 10:22	f 3:16	8:29	644.4	12	DN OASIS 5.0 S	0	139.6	s 6:06	f 1:30	f 5:53		63	
Y		3:26		s 10:43	f 3:26	8:38	649.4	32	DN DELTA 10.9 AE	3	134.6	s 5:55	f 1:21	f 5:45		83	
		4:10		f 11:05	3:45	8:56	660.3	3	CLINE 5.6	9	123.7	f 5:31	s 1:01	f 5:25		61	
FWYT		4:30 PM		f 11:20 PM	3:55 PM	9:05 AM	665.9		DN-R LYNNDYL NY		118.1	f 5:20 AM	s 12:50 PM	f 5:15 PM		YARD	
		ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			89.1			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			
		13.9		28.1	32.8	36.1			Average Miles per hour			29.2	34.1	35.2		14.9	
		6:25		3:10	2:43	2:28			Time over Subdivision			3:08	2:37	2:32		6:00	

Eastward trains are superior to trains of the same class in the opposite direction

SALT LAKE DIVISION

EASTWARD

SIXTH SUBDIVISION

SECOND CLASS		FIRST CLASS													Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
256 Freight	84 Freight	64 Passenger	62 Passenger	20 Continental Limited	112 Passenger	60 Passenger	58 Passenger	52 Passenger	56 Passenger	8 Los Angeles Limited	110 Passenger	54 Passenger	STATIONS						
LEAVE DAILY	Leave Daily Ex- cept Monday	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	STATIONS					
6:10PM				4:00PM										DN-R LYNN DYLAN NY	37	665.9	YARD		
6:28				f 4:10										5.1					
6:47				f 4:18										ADAMS	42	671.0	60		
7:10				f 4:25										4.0					
7:40				f 4:39										CHAMPLIN	42	675.0	60		
8:34				f 4:54										4.5					
9:15	7:30AM			f 5:09										DYER	42	679.5	59		
														5.8					
10:00	8:00													JERICHO	42	685.3	60		
10:20	8:18													6.6					
10:34	8:30													McINTYRE	42	691.9	60		
10:45	8:38													6.7					
11:05	8:55													DN-R TINTIC UT	42	698.6	YARD		
11:25	9:27													2.0					
11:45PM	9:55													KNIGHT	42	700.6	Spur 7		
12:05AM	10:14													3.6					
														BOULDER	0	704.2	60		
12:35	10:55													5.7					
12:49	11:40AM													LOFGREEN	0	709.9	71		
1:02	12:05PM													4.2					
1:16	12:30													DUNBAR	0	714.1	61		
1:30	1:00													3.1					
														PEHRSON	0	717.2	59		
														6.1					
														DN FAUST F	0	723.3	60		
														5.9					
														AJAX	0	729.2	60		
														6.9					
														D ST. JOHN SJ	35	736.1	YARD		
														6.5					
														D STOCKTON KN	33	742.6	60		
														1.9					
														BAUER	0	744.5			
														3.7					
														DN-R WARNER DU	0	748.2	YARD		
														4.1					
														SHIELDS	0	752.3	59		
														4.1					
														ERDA	0	756.4	60		
														4.1					
														MORRIS	0	760.5	60		
														3.9					
														LAKE POINT	0	764.4	YARD		
														1.6					
														WYE	0	766.0			
														0.8					
														SMELTER	22	766.8			
														0.3					
														B. & G CROSSING	0	767.1			
														1.2					
														DN-R GARFIELD GF	0	768.3	YARD		
														5.4					
														RITER	11	773.7	60		
														5.5					
														DN-R BUENA VISTA BE	53	779.2	67		
														4.8					
														DN-R SALT LAKE VN		784.0	YARD		
														C					
														118.1					
13.2	11.4													Average Miles per hour					
8.55	7.30													Time over Subdivision					

Automatic Block Signals

NOTE—On approaching the Salt Lake, Garfield & Western Railway and Denver & Rio Grande Railroad Crossings, in Salt Lake City, and the Western Pacific Railway Crossing, twelve hundred and sixty-five feet west of the west bank of the Jordan River, (on old line), Enginemen will sound the railroad crossing signal, and trains must be brought to a stop not nearer than 100 feet from the crossing.

Eastward trains are superior to trains of the same class in the opposite direction, exceptions:  
No. 20 will stop at St. John and Warner to discharge passengers from points west of Tintic only.

- No. 53 is superior to No. 54
- No. 55 is superior to No. 56
- No. 57 is superior to No. 58
- No. 59 is superior to No. 60
- No. 61 is superior to No. 62
- No. 63 is superior to No. 64

Unless directed by train order, first class trains will use passenger line, and other trains use freight line, between Salt Lake and Buena Vista.





# PROVO SUBDIVISION

EASTWARD

SALT LAKE DIVISION

WESTWARD

Fuel, Water Turntable, Wye Track Scales	SECOND CLASS		FIRST CLASS		Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS		SECOND CLASS		Car Capacity of Stages
	96	94	72	4			3	71			93	95			
	Freight	Freight	Passenger	Passenger			Passenger	Passenger			Freight	Freight			
	LEAVE Daily Except Monday	Leave Daily Except Monday	LEAVE DAILY	LEAVE DAILY			STATIONS			ARRIVE DAILY	ARRIVE DAILY	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday		
WTF	10:30AM		10:00AM	11:35PM	665.9	5	DN-R LYNN DYL NY	53	134.1	5:10AM	12:10PM		6:10PM	YARD	
					668.9	18	3.0 MACK	21	131.1					SPUR 4	
	10:55		11:02	11:50PM	671.3	53	2.4 LEAMINGTON	53	128.7	s 4:57	f 11:59AM		5:45	32	
	11:42AM		11:03	12:14AM	681.1	49	9.8 PARLEY	20	118.9	f 4:36	f 11:42		5:05	27	
	12:20PM		11:05	12:34	689.3	58	8.2 MILLS	13	110.7	f 4:20	f 11:25		4:30	59	
WY	1:00		s 11:09	s 12:53	696.3	44	7.0 JUAB JA	0	103.7	s 4:05	s 11:09		4:00	60	
			f 11:14	f 1:01	699.0	42	2.7 LEVAN	19	101.0	f 3:59	f 11:02			SPUR 4	
	1:30		f 11:23	f 1:13	703.6	22	7.2 SHARP	48	96.4	f 3:50	f 10:53		3:10	60	
WY	2:35		s 11:38	s 1:31	710.8	15	5.9 NEPHI NI	58	89.2	s 3:38	s 10:40		2:35	YARD	
	2:55		f 11:49	f 1:44	716.7	0	1.7 BURRISTON	31	83.3	f 3:24	f 10:26		2:00	48	
	3:00		f 11:53AM	f 1:48	718.4	26	3.6 MONA	31	81.6	f 3:20	f 10:23		1:55	18	
W	3:25		f 12:01PM	f 2:00	722.0	63	6.0 STARR	32	78.0	f 3:12	f 10:16		1:40	29	
	3:50		f 12:13	f 2:15	728.0	0	2.7 YORK	53	72.0	f 3:01	f 10:05		1:20	31	
	4:05		f 12:19	f 2:22	730.7	0	1.9 SANTAQUIN	53	69.3	f 2:54	f 9:58		1:00	9	
	4:15		f 12:23	f 2:27	732.6	6	4.2 BARRY	53	67.4	f 2:50	f 9:54		12:45	10	
WTF	4:50		s 12:29	s 2:43	736.8	17	DN CN PAYSON	58	63.2	s 2:43	s 9:47		12:29PM	63	
	5:10		f 12:38	f 2:56	741.6	17	2.8 BENJAMIN	18	58.4	f 2:29	f 9:38		11:45AM	27	
	5:30		s 12:44	f 3:04	744.4	0	3.6 SPANISH FORK SF	40	55.6	s 2:22	s 9:33		11:15	34	
	5:45		f 12:51	f 3:12	748.0	26	4.7 SPRINGVILLE	13	52.0	f 2:14	f 9:26		10:50	14	
WTF	6:10PM	8:15AM	s 1:06	s 3:37	752.7	15	DN-VO-DE PROVO	8	47.3	s 2:04	s 9:17		1:40PM	YARD	
					757.3	0	0.1 D & R. G. CROSSING	2	42.7						
			f 1:16	f 3:52	757.4	14	1.7 LAKE VIEW	2	42.6	f 1:37	f 9:02		1:16	45	
					759.1	0	2.7 VINEYARD	25	40.9					16	
					761.8	28	1.7 HARDY	25	38.2					29 SPUR	
			s 1:27	s 4:05	763.5	53	2.5 D PLEASANT GROVE GO	26	36.5	s 1:27	s 8:51		12:35	32	
		9:25			766.0	24	0.5 S. L. and U CROSSING	16	34.0						
		9:45	s 1:34	s 4:13	766.5	45	3.0 D AMERICAN FORK AF	57	33.5	s 1:20	s 8:44		12:15PM	53	
		10:30	s 1:41	s 4:21	769.5	32	1.5 D LEHI HI	0	30.5	s 1:13	s 8:37		11:56AM	37	
WTF		11:05	s 1:45	s 4:25	771.0	64	DN JN CUTLER	0	29.0	f 1:08	s 8:32		11:05	YARD	
		11:40AM	f 1:55	f 4:40	775.5	0	2.5 MOUNT	60	24.5	f 12:58	f 8:22		10:45	34	
					778.0	60	4.9 RIDEOUT	60	22.0					SPUR 8	
W		12:10PM	s 2:10	f 5:05	782.9	53	DN A DRAPER	53	17.1	f 12:40	s 8:07		10:15	40	
		12:35PM	s 2:25	s 5:20AM	787.4		DN-B BB SANDY		12.6	12:30AM	7:55AM		9:45AM		

Figures shown at Salt Lake and Sandy are for information only. Use O. S. L. R. R. and L. A. and S. L. R. R., Joint Time Table for Running Time.

WTF		12:35PM			2:25	5:20AM	787.4	53	DN-B BB SANDY	53	12.6	s 12:30AM	7:55AM		9:45AM	
		2:00PM			3:00PM	6:00AM	800.0		DN-B VC SALT LAKE		0.0	11:55PM	7:20AM		8:45AM	YARD
		ARRIVE Daily Except Monday			ARRIVE DAILY	ARRIVE DAILY			134.1			LEAVE DAILY	LEAVE DAILY		Leave Daily Except Sunday	Leave Daily Except Sunday
		11.3			26.8	20.9			Average Miles per hour			25.5	27.7		9.9	11.3
		7:40			5:00	6:25			Time over Subdivision			5:15	4:50		4:55	7:40

Eastward trains are superior to trains of the same class in the opposite direction



# PASADENA AND GLENDALE SUBDIVISION

		EASTWARD					LOS ANGELES DIVISION					WESTWARD					
		FIRST CLASS					Ruling Grade Ascending	Distance from Los Angeles	Time Table No. 59 NOV. 14, 1920	Ruling Grade Ascending	FIRST CLASS					Car Capacity of Sidings	
		36	34	32	30	42					41	31	33	35	37		
		Passenger	Mixed	Passenger	Passenger	Mixed					Mixed	Passenger	Passenger	Mixed	Passenger		
		LEAVE DAILY	LEAVE Daily Except Sunday	LEAVE Sunday Only	LEAVE DAILY	LEAVE Daily Except Sunday		STATIONS		ARRIVE Daily Except Sunday	ARRIVE DAILY	ARRIVE DAILY	ARRIVE Daily Except Sunday	ARRIVE Sunday Only			
M W O	A		1:50PM	11:10AM	11:10AM	9:20AM	7:00AM	0	DN-R LOS ANGELES DS	0	8:45AM	10:30AM	1:05PM	3:40PM	3:40PM	YARD	
			1:57	11:20	11:16	9:26	7:07	1.6	DOWNEY AVENUE	0	8:37	10:23	12:58	3:28	3:33	TFR 14	
			2:00	11:25	11:20	9:30	7:12AM	2.7	GLENDALE JUNCT.	0	8:33AM	10:19	12:54	3:22	3:29		
			f 2:02		f 11:22	f 9:33		3.9	SIGNAL	0		f 10:16	f 12:51	3:19	f 3:26	11	
			f 2:07	11:35	f 11:26	f 9:37		5.4	A. T. AND S. F. CROSSING PISGAH	0		f 10:12	f 12:47	3:15	f 3:22	SPUR 5	
			f 2:15	11:47	f 11:34	f 9:45		8.4	RAYMOND	48		f 10:04	f 12:39	3:05	f 3:14	TFR 6	
			2:17	11:50	11:36	8:47		9.1	CALIFORNIA ST.	2		10:02	12:37	3:03	3:12		
			2:20PM	11:55AM	11:40AM	9:50AM		9.9	PASADENA AD	0		10:00AM	12:35PM	3:00PM	3:10PM	25	
								11.7	PINTOYESCA	65							
								11.7	PAINTERS	0							
						13.0	ARROYO PARK	0							SPUR 6		
						12.8	GLENDALE JUNCT. A. T. AND S. F. CROSSING	76	s 8:33AM						SPUR 36 SPUR 3		
						2.7	FOREST LAWN	0									
						6.3	TROPICO	0									
						7.3	GLENDALE	0	s 8:15						8		
						8.1	ROSSMOYNE	0	f 7:55						SPUR 4		
						8.9	VERDUCO PARK	0	7:50AM						3		
						182											
			ARRIVE DAILY	ARRIVE Daily Except Sunday	ARRIVE Sunday Only	ARRIVE DAILY	ARRIVE Daily Except Sunday	7.0		LEAVE Daily Except Sunday	LEAVE DAILY	LEAVE Daily Except Sunday	LEAVE Daily Ex- cept Sunday	LEAVE Sunday Only			
		19.8	11.8	19.8	19.8	16.0	Average Miles per hour			10.5	19.8	14.8	14.8	19.8			
		.30	.50	:30	:30	:42	Time over Subdivision			.55	:30	:40	.40	:30			

All Trains must stop before crossing Avenue 64.  
 Trains will not exceed schedule time on Pasadena and Glendale Subdivision.  
 Trains will not exceed speed of 12 miles per hour between Pasadena and Arroyo Park.  
 All Trains when 15 minutes late will protect against switching trains south of Glendale Junction.

Eastward trains are superior to trains of the same class in the opposite direction

## SAN PEDRO SUBDIVISION

EASTWARD				LOS ANGELES DIVISION										WESTWARD			
FIRST CLASS				Time Table No. 59 NOV. 14, 1920										FIRST CLASS			
Fuel, Water, Turntable, Wye, Track Scales					Distance from Los Angeles	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from E. San Pedro					Car Capacity of Sidings			
	28 Passenger	26 Passenger	24 Passenger	22 Passenger						21 Passenger	23 Passenger	25 Passenger	27 Passenger				
	Leaves Saturday and Sunday Only	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY					Arrive DAILY	Arrive Saturday Only	Arrive DAILY	Arrive DAILY					
FW TO	10:20AM	3:15PM	1:50PM	6:25AM	.0	DN-R LOS ANGELES DS		27.1	10:20AM	1:25PM	2:50PM	5:55PM	YARD				
	10:22	3:17	1:52	6:27	1.0	1.0 7th ST. LOS ANGELES		26.1	10:16	1:20	2:45	5:51					
	10:26	3:21	1:56	6:31	3.1	G 2.1 HOBART A. T. & S. F. CROSSING		24.0	10:11	1:15	2:40	5:46	TFR 20				
	10:28	3:23	1:58	6:33	4.2	1.1 FRUITLAND		22.9	10:09	1:12	2:38	5:43	70				
	10:31	3:26	2:01	6:35	5.3	1.1 BELL		21.8	10:06	1:09	2:36	5:40	18				
	10:35	3:30	2:05	6:38	7.4	2.1 CUDAHY S. P. CROSSING		19.7	10:02	1:05	2:33	5:37	TFR 20				
	10:38	3:33	2:08	6:41	9.4	2.0 D WORKMAN WN		17.7	9:59	1:02	2:30	5:34	16				
	10:39	3:34	2:09	6:42	10.0	0.6 COUNTY FARM		17.1	9:58	1:01	2:29	5:33	SPUR 5				
	10:42	3:37	2:12	6:44	11.8	1.8 CLEARWATER		15.3	9:56	12:58	2:27	5:30	70				
W	10:44	3:39	2:14	6:45	12.5	0.7 D HYNES HT		14.6	9:54	12:56	2:26	5:29					
	10:50	3:45	2:20	6:51	16.5	4.0 BIXBY		10.6	9:48	12:51	2:20	5:23	43				
	10:54	3:49	2:24	6:58	18.9	2.4 BURNETT		8.2	9:44	12:46	2:14	5:19	25				
	11:00	3:55	2:30	7:10	21.1	2.2 S. P. CROSSING D-B LONG BEACH 1st ST. MS		6.0	9:39	12:40	2:09	5:14	56				
	11:04	3:59	2:34	7:15	21.8	0.7 LONG BEACH		5.3	9:34	12:36	2:05	5:10					
W	11:08	4:03	2:38	7:19	22.9	1.1 SEASIDE		4.2	9:29	12:31	2:01	5:06	P. E. TFR 10				
	11:10	4:05	2:40	7:21	23.8	0.9 POWER		3.3	9:27	12:29	1:57	5:04	47				
	11:15	4:10	2:45	7:26	26.4	2.6 TERMINAL ISLD.		0.7	9:23	12:24	1:53	4:59	YARD				
				7:30	27.1	0 S. W. SHIPYARD		0		12:20PM		4:55					
FW TO	11:20AM	4:15PM	2:50PM	7:40AM	27.1	0.7 D EAST SAN PEDRO SR		.0	9:20AM		1:50PM	4:45PM	YARD				
	Arrives Saturday and Sunday Only	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY		27.1			LEAVE DAILY	Leave Saturday Only	LEAVE DAILY	LEAVE DAILY					
				27.1	27.1	27.1	21.6	Average Miles per hour				27.1	25.0	27.1	23.2		
				1.00	1.00	1.00	1.15	Time over Subdivision				1.00	1.05	1.00	1.10		

## ST. THOMAS SUBDIVISION

EASTWARD				LOS ANGELES DIVISION										WESTWARD			
FIRST CLASS				Time Table No. 59 NOV. 14, 1920										FIRST CLASS			
Fuel, Water, Wye, Turntable, Track Scales					Distance from Mospa	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from St. Thomas					Car Capacity of Sidings			
	104	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday						103	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday				
	LEAVE Daily Except Sunday	LEAVE Daily Except Sunday	LEAVE Daily Except Sunday						ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday	ARRIVE Daily Except Sunday					
W	11:00AM				.0	10.2 MOAPA		21.3	3:00 PM				60				
	11:45AM				10.2	4.6 LOGAN		11.1	2:10				17				
	12:10PM				14.8	6.5 OVERTON		6.5	1:45				17				
W	12:35 PM				21.3	21.3 ST. THOMAS		0	1:15 PM				17				
	ARRIVE Daily Except Sunday								Leave Daily Except Sunday								

Eastward trains are superior to trains of the same class in the opposite direction



## TINTIC SUBDIVISION

EASTWARD			SALT LAKE DIVISION										WESTWARD					
FIRST CLASS			Distance from Mammoth	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920					Ruling Grade Ascending	Distance from Tintic	FIRST CLASS					Car Capacity of Siding	
Fuel, Water, Turntable, Wye, Track Scales	506 Passenger	504 Passenger			502 Passenger	STATIONS						501 Passenger	503 Passenger	505 Passenger				
	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY									ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				
	11:56 AM		11:13 AM	3.7	190	D	MAMMOTH	MO	3.0				11:13 AM					YARD
			10:55 AM	0.8	201	D	EUREKA	EK	3.5			10:45 AM		11:56 AM				YARD
			11:19	1.6	0		D. & R. G. CROSSING	O 8	2.2				11:06					
	12:03 PM		11:22	4.7	137		MAMMOTH JUNCT.	3.0	2.1			10:36	11:03 AM	11:41				
			11:32 AM	0	0		SILVER CITY	SY	2.3					11:32 AM				YARD
FWYO				3.0	0		DN--R TINTIC	T	137			10:30 AM						YARD
			ARRIVE DAILY									LEAVE DAILY	LEAVE DAILY	LEAVE DAILY				
			14.0				Average Miles per hour					14.0	9.6	12.8				
			0:14				Time over Subdivision					0:15	0:10	0:24				

Eastward trains are superior to trains of the same class in the opposite direction, exceptions:

- No. 501 is superior to No. 502.
- No. 505 is superior to No. 506.
- No. 503 is superior to No. 504.

Wye switches at Tintic will be left lined for Silver City and Eureka main line.

Joint Time Table of the Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railroad will govern between D. & R. G. Crossing and Mammoth.

## FAIRFIELD SUBDIVISION

EASTWARD			SALT LAKE DIVISION										WESTWARD					
FIRST CLASS			Distance from Boulder	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920					Ruling Grade Ascending	Distance from Cutler	FIRST CLASS					Car Capacity of Siding	
Fuel, Water, Turntable, Wye, Track Scales	506 Passenger	504 Passenger			502 Passenger	STATIONS						501 Passenger	503 Passenger	505 Passenger				
	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY									ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY				
				1.9	0		BOULTER		43.7									60
				8.0	0		DOREMUS		41.8									9
				11.3	0		DEL MONTE		35.7									SPUR 12
				14.4	0		RUSH VALLEY		32.4									59
WY				20.1	57		TOPLIFF		29.3									16
				23.4	0		5 MILE PASS		23.6									22
				28.5	5		FAIRFIELD		20.3									27
W				36.2	42		CEDAR FORT		15.2									20
				38.8	0		WEBB		7.2									SPUR 2
				43.7	61		CLINTON		4.9									SPUR
FWY							DN CUTLER	JN										YARD
							43.7											
							Average Miles per hour											
							Time over Subdivision											

**PIOCHE SUBDIVISION**

**FRISCO SUBDIVISION**

**SALT LAKE DIVISION**

EASTWARD				WESTWARD				EASTWARD				WESTWARD									
Fuel, Water, Turntable, Wye Track Scales	SECOND CLASS		Distance from Pioche	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Caliente	SECOND CLASS		Fuel, Water, Turntable, Wye Track Scales	Distance from Newhouse	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Milford	SECOND CLASS			
	400 Mixed	LEAVE Daily Except Sunday			STATIONS	401 Mixed			ARRIVE Daily Except Sunday	Car Capacity of Siding				300 Mixed	LEAVE Mondays, Wednesdays and Saturdays			STATIONS	301 Mixed	ARRIVE Mondays, Wednesdays and Saturdays	Car Capacity of Siding
WY	11:30 AM			66	PIOCHE	EM	159	32.7	9:00 AM	YARD	7		190		NEWHOUSE	0	23.5	12:15 PM	YARD		
	s 12:01 PM	11.3		O	11.3		92	21.4	s 8:05	23		6.6	37	D	6.6	FRISCO	148	16.9	s 11:35 AM	YARD	
W		12.3		O	DEL MUES		92	20.4		0		13.6	O		7.0	SOLUS	117	9.9	f 10:35	14	
	s 12:30	18.2		O	5.9		34	14.5	s 7:35	37		17.3	O		3.7	HICKORY	84	6.2	f 10:15	SPUR	
	f	20.8		O	2.6			11.9	f	1		21.5	O		4.2	MOSCOW	60	2.0		8	
	f	26.7		O	5.9		53	6.0	f	0	TOWFY	23.5	O		2.0	MILFORD			DN-R	YARD	
WYFT	2:00 PM	32.7		O	6.0				f	0					23.5					9:45 AM	YARD
	ARRIVE Daily Except Sunday				DN-R	CALIENTE	CS		6:30 AM	YARD					23.5					LEAVE Mondays, Wednesdays and Saturdays	
						32.7			LEAVE Daily Except Sunday												
	13.1				Average Miles per hour				13.1						Average Miles per hour				9.4		
	2:30				Time over Subdivision				2:30						Time over Subdivision				2:30		

Eastward trains are superior to trains of the same class in the opposite direction

Exceptions: No. 401 is superior to No. 400

No. 301 is superior to No. 300

Wye switches at Pioche will be left lined for Prince Con main line.

**DELTA SUBDIVISION**

**SALT LAKE DIVISION**

EASTWARD				WESTWARD				
Fuel, Water, Wye, Turntable Track Scales	Distance from Delta	Ruling Grade Ascending	Time Table No. 59 NOV. 14, 1920		Ruling Grade Ascending	Distance from Lucerne	Car Capacity of Siding	
			STATIONS	ARRIVE				
7	0	31	DELTA	3:3	24	13.5	YARD	
	3.3	O	STEELE	1:3	26	10.2	SPUR 30	
	4.6		MOODY			8.9		
	4.6	16	MOODY	1:5	15	8.9	10	
	6.1		LA MOTO	1:8	28	10.4	10	
	7.9	15	HINCKLEY			12.2		
	4.6	17	MOODY	0:6	12	8.9	SPUR 14	
	5.2	26	ERWIN	1:5	20	8.3	SPUR 31	
	6.7	20	ABBOTT	1:7	16	6.8	SPUR 31	
	8.4	16	WILSON	0:9	26	5.1	SPUR 17	
	9.3	16	GORDON	2:2	26	4.2	SPUR 29	
	11.5	9	SUGARVILLE	2:0	13	2.0		
	13.5		LUCERNE			0		
			13.5					
			Average Miles per hour					
			Time over Subdivision					



## SIDINGS AND SPURS NOT ON TIME TABLE

Los Angeles Division					Los Angeles Division				
	LOCATION Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains		LOCATIONS Miles from Bly	Car Capacity	Switch Connections	
<b>First Subdivision</b>					<b>Crestmore Track</b>				
Handorf .....	16.0	7	West	Freight only	Hamilton Spur .....	1.8	4		
Hellman .....	16.3	0	None	3 and 4	Ennis .....	3.1	6		
Hillgrove .....	17.0	10	West	Freight only	Ormond .....	3.9	17		
Otterbein .....	22.7	0	None	3 and 4	Forage .....	6.2	3		
San Antonio Meat Co. Spur .....	34.1	34	East	Freight only	Crestmore .....	6.5	Yard		
Harvey & Brown Spur .....	39.1	12	West	Freight only	<b>Bly Track</b>				
Winery Spur, Wineville .....	45.8	160	East	Freight only	Lewis Spur .....	1.5	13		
Glenavon .....	47.1	3	East	3 and 4	Burkett Spur .....	2.5	6		
Palm Avenue Spur .....	54.9	17	East	Freight only	Bly Quarry .....	3.1	18		
North Street .....	56.6	0	None		<b>Salt Lake Division</b>				
<b>Second Subdivision</b>					<b>Fifth Subdivision:</b>				
Cliffside Spur .....	193.3	2	West	Freight only	Billings Spur .....	646.	11	East	
Baxter Lime Spur .....	196.3	78	West	Nos. 3 and 4	<b>Sixth Subdivision:</b>				
Water Track .....	251.2	15	Both	Freight only	Honerine Spur .....	744.8	122	East	
<b>Third Subdivision</b>					<b>Provo Subdivision:</b>				
Hoya Gravel Pit .....	401.5	43	Both	Freight only	Sand Spur .....	774.2	7	West	
<b>San Pedro Subdivision</b>					Lehi Sugar Spur .....				
East Yard .....	3.0	0	None		Vineyard Fruit Spur .....	769.1	127	East	
Vernon Spur .....	3.7		South	Freight only	Utah-Idaho Sugar Co. Spur Cutting Plant .....	758.7	9	East	
Fruitland Industrial Spur .....	4.5		South	Freight only	Bullock .....	754.8	45	East	
Fairchild-Gilmore Spur .....	5.9	43	South	Freight only		750.7	9	East	
American Beet Sugar Co. .....	13.3	12	North	Freight only	<b>Fairfield Subdivision:</b>				
Zinc .....	24.2		South	19-25-18-26	M. P. 2.5 .....	Miles from Cutler			
<b>Pasadena Subdivision</b>					Clinton Spur .....				
Baker Spur .....	5.3	4	South	Freight only	Fairfield Wool Spur .....	2.5	10	East	
Team Track .....	5.4	1	North	Freight only	Topliff Spurs .....	4.9	185	East	
Lumber Yard Spur .....	11.4	8	South	Freight only	Spurs to U. S. Lime Quarries .....	21.0	5	West	
<b>St. Thomas Subdivision</b>					West Leg of Wye .....				
Gyp Spur .....	1.9	77	East	All Trains	Spur to Utah-Idaho Sugar Co. .....	29.3	188	East	
Arrowhead Spur .....	3.3	55	West	All Trains			24	Both	
Narrows Spur .....	5.1	6	West	All Trains	Spur to A. S. & R. Co. Quarries .....		75	East	
Wells Spur .....	8.8	5	West	All Trains	Powder Spur .....		355	East	
Kaolin .....	17.2	3	West	All Trains	A. S. & R. Storage Yard .....		5	West	
					Switch Back Siding .....		36	Both	
					Hammond Spur .....		16	Both	
							17	West	

### Medical Department

DR. GUY COCHRAN, Chief Surgeon .....	Los Angeles, Cal.
DR. PHILLIP STEPHENS, Asst. Chief Surgeon .....	"
DR. JOHN V. COCKE, Asst. Surgeon .....	"
DR. REA SMITH and DR. R. P. McREYNOLDS, Consultant .....	"
DR. J. Mc KENZIE BROWN, Occultist, DR. C. R. K. Swetnam, Asst. ....	"
DR. T. C. DONNELL and DR. F. B. MORRILL, Assistant Surgeons .....	Long Beach, Cal.
DR. WM. D. MOORE, Assistant Surgeon .....	East San Pedro, Cal.
DR. WARD L. FISHER, Asst. Surgeon .....	Pomona, Cal.
DR. R. C. NICHOLS .....	Ontario, Cal.
DR. W. W. ROBLEE, Asst. Surgeon .....	Riverside, Cal.
DR. FRANK M. GARDNER, Asst. Surgeon .....	San Bernardino, Cal.
DR. D. W. MACKENZIE, Asst. Surgeon .....	Yermo, Cal.
DR. HAL L. HEWETSON and DR. C. E. BULETTE, Asst. Surgeons .....	Las Vegas, Nev.
DR. L. B. SANDALL, Asst. Surgeon .....	Moapa, Nev.
DR. W. S. HARRISON, Asst. Surgeon .....	Overton, Nev.
DR. J. WEST SMITH, Asst. Surgeon .....	Caliente, Nev.
DR. J. D. CAMPBELL, Asst. Surgeon .....	Pioche, Nev.
DR. H. C. HUNTER, Asst. Surgeon .....	Milford, Utah
DR. C. W. BANNING, Asst. Surgeon .....	Lynnndyl, Utah
DR. STEELE BAILEY, JR. ....	Mammoth, Utah
DR. L. B. Laker, Asst. Surgeon .....	Eureka, Utah
DR. THOS. D. RESS and DR. N. J. REES, Asst. Surgeons .....	Nephi, Utah
DR. G. F. TILSON, Asst. Surgeon .....	Payson, Utah
DR. GEO. E. ROBINSON, Asst.; DR. H. C. MERRILL, Alternate Surgeon .....	Provo, Utah
DR. J. F. NOYES, Asst. Surgeon .....	American Fork, Utah
DR. O. E. GRUA, Asst. Surgeon .....	Pleasant Grove, Utah
DR. FRED W. WORLTON, Asst. Surgeon .....	Lehi, Utah
DR. Z. G. LOGAN, Asst. Surgeon .....	Ophir, Utah
DR. J. A. PHIPPS, Asst. Surgeon .....	Tooele, Utah
DR. A. J. HOSMER, Division Surgeon .....	Salt Lake City, Utah
DR. A. J. MURPHY, Asst. Division Surgeon .....	Salt Lake City, Utah
DR. CLAUDE M. SHIELDS, Asst.; DR. E. F. ROOT, Consultant .....	Salt Lake City, Utah
DR. G. B. PFOUTZ, Oculist .....	Salt Lake City, Utah
DR. E. A. TRIPP, Dentist .....	Salt Lake City, Utah
DR. H. L. CHARLES, Asst. Surgeon .....	Delta, Utah

	Miles from Milford	Car Capacity	Switch Connections
<b>Frisco Subdivision:</b>			
Hickory Spur .....	6.2	140	East
Horn Silver Mine Extension .....	16.9		
Town Spur Frisco .....	17.3	80	West
Hoist Spur .....	17.8	11	East
Ore Bin Spur .....	17.8	28	East
Tank Spur .....	17.8	5	West
Ore Bin Track .....	17.8	5	East
Horn Silver Mill Spur .....	17.8	7	Both
Storage track .....	17.8	7	Both
<b>Tintic Subdivision:</b>			
Miles from Tintic			
New East Tintic Railway .....	3.1		East
Carisa Mine Spur .....	4.4	2	East
Spur to Lower Mammoth Mines .....	4.5	17	East
Gold Chain Spur .....	4.7	5	East
Spur to Ore Bins .....	4.8	20	East
Sioux Tunnel Siding .....	4.8	3	
Mammoth Mine Team Spur .....	5.1	1	West
Mammoth Mine Coal Spur .....	5.1	5	East
Northern Spy Extension .....	1.9		East
Team Spur .....	2.7	5	East
Tesora Spur .....	3.7	5	East
Northern Spy Siding .....	4.8	8	

### Licensed Watch Inspectors

G. B. DAVIDSON, 445 S. Spring Street .....	Los Angeles, Cal.
WM. MANSON .....	San Bernardino, Cal.
SANA BLOEDEL .....	Las Vegas, Nev.
HUBBARD-DENN JEWELRY COMPANY, 217 South Main St. ....	Salt Lake City, Utah
G. G. VOEGE CO., 460 W 2nd So. ....	Salt Lake City, Utah

## RATING OF LOCOMOTIVES IN FREIGHT SERVICE, In Tons of 2,000 Pounds

The number of tons shown by the time table as ordinary rating for engines is based on the maximum grades, but between points where grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

Total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul between the stations shown, under favorable weather conditions

CLASSIFICATION	NUMBERS ENGINE	LOS ANGELES to SALT LAKE												SALT LAKE to LOS ANGELES														
		LOS ANGELES DIVISION						SALT LAKE DIVISION						SALT LAKE DIVISION						LOS ANGELES DIVISION								
		LOS ANGELES to SAN BERNARDINO	SAN BERNARDINO to SUMMIT	SUMMIT to YERMO	YERMO to KELSO	KELSO to CIMA	CIMA to LEITH	LEITH to CALIENTE	CALIENTE to CRESTLINE	CRESTLINE to MILFORD	MILFORD to LYNDYL	LYNDYL to BOULTER	BOULTER to SALT LAKE	SALT LAKE to LAKE POINT	LAKE POINT to BOULTER	BOULTER to LYNDYL	LYNDYL to MILFORD	MILFORD to UVADA	UVADA to CRESTLINE	CRESTLINE to CALIENTE	CALIENTE to MOAPA	MOAPA to LAS VEGAS	LAS VEGAS to YERMO	YERMO to VICTORVILLE	VICTORVILLE to SUMMIT	SUMMIT to SAN BERNARDINO	SAN BERNARDINO to LOS ANGELES	
Mk63 <sup>26</sup> / <sub>28</sub>	218	3700	1711	700	2832	1652	700	1652	1121	790	3540	2360	1829	2596	2360	1672	3540	2242	2350	1652	3540	2832	1711	1607	1770	1062	2832	2360
C57 <sup>21</sup> / <sub>30</sub>	173	3500 Class	1350	503	2400	1350	503	1350	900	590	3000	1800	1400	2000	1800	1280	3000	1700	2100	1280	3000	2400	1350	1250	1350	810	2400	1620
C57 <sup>22</sup> / <sub>30</sub>	187	3600 Class	1450	586	2400	1400	586	1400	950	670	3000	2000	1550	2200	2000	1417	3000	1900	2233	1400	3000	2400	1450	1362	1500	900	2400	2000
P77 <sup>22</sup> / <sub>28</sub>	141	3400 Class	903	368	1500	903	368	903	596	400	3000	1250	903	1250	1250	900	3000	1250	1635	903	3000	1500	903	903	903	542	2400	1250
P77 <sup>25</sup> / <sub>28</sub>	166	3430 Class	1202	503	2000	1202	503	1202	800	550	3000	1656	1202	1656	1656	1200	3000	1656	2046	1202	3000	2000	1202	1202	1202	730	2400	1656

**Los Angeles Division**

**Length of Stems of Wyes**

**Salt Lake Division**

Location	Feet	Location	Feet
Los Angeles	600	Caliente	1500
Ostend (mile 24)	510	Crestline	691
Bly		Modena	777
Yermo	335	Lund	1466
Kelso	334	Milford	494
Cima	465	Oasis	234
Las Vegas	450	Delta	1500
Moapa	275	Lucerne	388
Leith	316	Tintic	1500
St. Thomas	465	Warner	1500
Rox (mile 399.3)	194	Wye	531
		Juab	288
		Newhouse	502
		Payson	404
		Provo	188

**Summary of Mileage**

**Los Angeles Division:**

Main Line	462.8
San Pedro Subdivision	27.1
Pasadena Subdivision	12.8
Glendale Subdivision	7.1
St. Thomas Subdivision	21.3
Crestmore Branch	8.7
Rialto Branch	9.8
<b>Total</b>	<b>549.6</b>

**Salt Lake Division:**

Main Line	324.1
Provo Subdivision	134.1
Fairfield Subdivision	43.3
Delta Subdivision	15.0
Frisco Subdivision	23.5
Pioche Subdivision	32.7
Tintic Subdivision	7.4
Freight Track Buena Vista to Salt Lake	4.3
<b>Total</b>	<b>584.4</b>
<b>Grand Total</b>	<b>1134.0</b>



## RAILROAD CROSSINGS AT GRADE AND INTERLOCKERS

### FIRST SUBDIVISION

LOCATION	TRACKS GOVERNED	RULES	WHISTLE SIGNALS
7th St—Los Angeles Pomona Depot Pomona Tower Ontario Tower	L. A. Ry. P. E. Ry. S. P. Co. S. P. Co.	8 miles per hour 15 miles per hour Interlocker Interlocker	Passing Track ——— o House Track ——— o
Ontario (0.5 miles east from tower) Magnolia Ave.	S. P. Co. P. E. Ry.	Stop Interlocker	Passing Track ——— o Storage Track ——— o
North St—Riverside 7th St—Riverside Riverside Junction	P. E. Ry. P. E. Ry. S. P. & A. T. & S. F.	Under control 15 miles per hour Interlocker	A. T. & S. F. ——— S. P. Co. ——— o A. T. & S. F. from Refer Yard ——— o S. P. Co. from Refer Yard ——— o From A. T. & S. F. or S. P. Co. to east bound main track o o ———

### SECOND SUBDIVISION

Crucero	T. & T. R. R.	Interlocker	
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### SAN PEDRO SUBDIVISION

7th St—Los Angeles Hobart Depot	L. A. Ry. A. T. & S. F. R. R.	8 miles per hour Interlocker	Passing Track ——— o East Wye. ——— o
Mile 5.1 Cudahy Station Mile 11.1 7th St—Long Beach 2nd St—Long Beach Maine St—Long Beach	P. E. Ry. S. P. Co. P. E. Ry. P. E. Ry. P. E. Ry. & S. P. P. E. Ry.	15 miles per hour Interlocker 15 miles per hour 6 miles per hour Stop 12 miles per hour	

### PASADENA SUBDIVISION

Aliso St—Los Angeles	P. E. Ry.	Stop (See Special Rule 23)	
Macy St—Los Angeles Mission St—Los Angeles Main St—Los Angeles Ave 20—Los Angeles Pasadena Ave & Ave 36—L. A. Ave 61—Los Angeles	L. A. Ry. S. P. Co. L. A. Ry. L. A. Ry. P. E. Ry. A. T. & S. F. R. R.	8 miles per hour Interlocker 8 miles per hour 8 miles per hour 8 miles per hour Stop and get proceed signal from flagman	
Marmion Way—Los Angeles Ave 64—Los Angeles Fair Oaks Ave—Pasadena (Mile 8.5) California St—Pasadena Colorado St—Pasadena No. Orange Grove Ave—Pasadena Lincoln Ave—Pasadena (Mile 11) Lincoln Ave—Pasadena (Mile 12)	P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry. P. E. Ry.	8 miles per hour Stop before crossing Flag Crossing 15 miles per hour Flag Crossing 8 miles per hour 8 miles per hour 8 miles per hour	

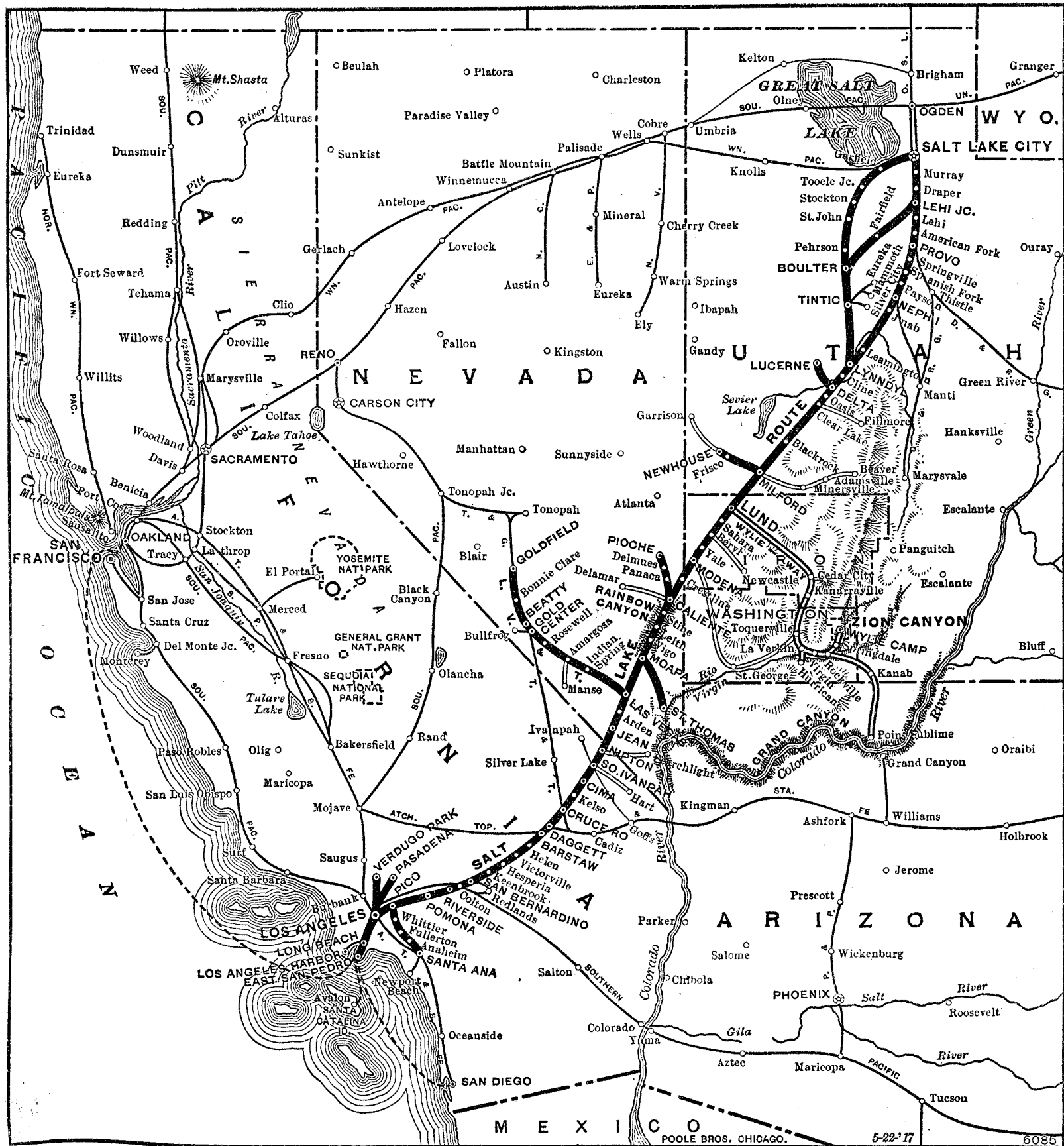
### GLENDALE SUBDIVISION

Glendale Junction Dayton Ave—Los Angeles Mile 3.8 Broadway—Glendale 1st St—Glendale	A. T. & S. F. R. R. L. A. Ry. L. A. Ry. G. & M. Ry. G. & M. Ry.	Stop and throw target 15 miles per hour 15 miles per hour 15 miles per hour 15 miles per hour	
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## SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.
6	10
8	7.30
10	6
12	5
15	4
16	3.45
17	3.31
18	3.20
19	3.9
20	3
21	2.51
22	2.43
23	2.36
24	2.30
25	2.24
26	2.18
27	2.13
28	2.8
29	2.5
30	2
31	1.56
32	1.52
33	1.49
34	1.45
35	1.42
36	1.40
37	1.37
38	1.34
39	1.33
40	1.30
41	1.27
42	1.25
43	1.23
44	1.21
45	1.20
46	1.18
47	1.16
48	1.15
49	1.13
50	1.12





**MAP**  
 Showing Lines  
 of the  
**Los Angeles & Salt Lake  
 Railroad Company**