



7457
UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



CALIFORNIA DIVISION
TIME-TABLE
No. 4

Effective Sunday,
June 12, 1949

at 12:01 A. M. Pacific Time

Be Careful Today

FOR EMPLOYEES ONLY

Timetable 3 eff 16 Jan 49
 Timetable 5 eff 11 Sept 49 covers
 Las Vegas to LA

F. C. PAULSEN General Manager
A. D. HANSON General Superintendent Transportation
D. F. WENGERT, Superintendent
 Los Angeles, Cal.

E. J. HILTON, Terminal Superintendent. Los Angeles, Cal.
 W. J. FOX, Trainmaster. Los Angeles, Cal.
 F. H. BLAIR, Trainmaster. San Bernardino, Cal.
 W. B. GROOME, Assistant Superintendent. Las Vegas, Nev.
 N. D. NELSON, Trainmaster. Las Vegas, Nev.
 H. W. STOKER, Trainmaster. Salt Lake City, Utah
 G. H. BAKER, Trainmaster. Milford, Utah
 R. F. WEISS, 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. J. SCHNACKENBERG, Road Foreman of Engines. Milford, Utah
 C. F. BAILEY, Road Foreman of Engines. Salt Lake City, 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
 L. E. STORRS, Asst. Chief Train Dispatcher. Salt Lake City, Utah
 J. T. WHISLER, 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

L. W. FLAHERTY, 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
D. L. GAMETTE	Medical Director	Los Angeles	Salt Lake City
L. J. TAUFER	Dist. Surgeon	Salt Lake City	Los Angeles & Vicinity
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
Bryce J. Fairbanks	Oculist & Aurist	Salt Lake City	Salt Lake City & Vicinity
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
A. L. Kobal	Surgeon	Los Angeles	Los Angeles
W. H. Ball	Surgeon	Los Angeles	Los Angeles
R. W. Moore	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	Caliente	Engine Men's Register Room
Salt Lake City	Train Dispatcher's Office	Las Vegas	Freight Engine Men's Locker Room
Salt Lake City	North Yard Telegraph Office	Las Vegas	Passenger Engine Men's 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	Yard Office
Provo	Joint Passenger Station	Las Vegas	Dispatcher's Office
Provo	Yard Office	Yermo	Telegraph Office
Lyndyl	Telegraph Office	Yermo	Telegraph Office
Milford	Engine Men's Locker Room	San Bernardino	Union Pacific Round House
Milford	Telegraph Office	East Yard	Engine Men's Locker Room
Cedar City	Telegraph Office	East Yard	Telegraph Office
		Los Angeles	Dispatcher's Office
		Los Angeles	Union Station Telegraph Office
		Los Angeles	Union Station Engine Men's Locker Room

CONDENSED TIME-TABLE

WESTWARD

EASTWARD

FIRST CLASS				Distance from Green River	Time-Table No. 4 June 12, 1949	Mile Post	FIRST CLASS			
3 Passenger	103 Streamliner Passenger	1 Passenger	37 Passenger				4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger
Daily	Daily	Daily	Daily	0.0	MT GREEN RIVER MT	817.0	A 10.35	A 11.20	A 12.50	A 11.05
5.25	3.05	12.50	2.45	100.2	EVANSTON	917.2	8.40	9.15	11.09	9.02
7.23	4.45	2.50	4.50	175.6	OGDEN	992.6 0.0	6.50	7.30	9.40	7.15
9.15	6.20	4.40	6.35	211.9	MT SALT LAKE CITY MT	36.8	5.30	6.20	8.45	5.50
9.45	6.30	5.00	7.00	330.0	PT	784.0	4.10	5.10	7.40	4.15
10.35	7.15	5.50	8.00	419.1	LYNNDYL	665.9	1.55	2.50	5.50	1.30
9.55	6.20	5.00	8.40	454.5	MILFORD	576.8	12.25	1.15	4.40	11.40
12.10	8.15	7.20	11.45	458.6	LUND	541.4	11.40	12.30	4.11	10.50
1.55	9.28	9.05	2.05	536.4	CALIENTE	459.5	9.39	10.35	2.35	8.40
2.35	9.56	9.40	3.00	661.7	LAS VEGAS	384.2	6.50	7.40	11.55	5.30
4.40	11.36	11.45	5.25	832.7	YERMO	163.2	6.35	7.25	11.45	5.00
7.35	2.15	2.30	8.45	846.1	BARSTOW	150.1	3.17	4.11	8.45	12.30
7.50	2.25	2.45	9.15	926.9	SAN BERNARDINO	67.8	2.53	3.52	8.27	12.01
11.02	5.10	6.00	1.25	930.4	COLTON	64.5	12.50	1.50	6.38	9.55
11.25	5.28	6.25	2.00	937.4	RIVERSIDE	57.5	12.37	1.37	6.25	9.32
1.30	7.25	8.35	4.30	957.1	ONTARIO	37.8	12.25	1.25	6.13	9.15
1.40	7.33	8.45	4.40	962.9	POMONA	32.0	12.02	1.02	5.53	8.45
1.55	7.45	9.00	5.00	996.6	PT LOS ANGELES PT	0.0	11.54	12.54	5.46	8.35
2.15	8.03	9.23	5.28				11.00	12.01	5.00	7.30
2.23	8.11	9.32	5.40				Daily	Daily	Daily	Daily
A 3.20	A 9.00	A 10.40	A 7.00				996.6			
(22.55) 43.5	(18.55) 52.7	(22.50) 43.6	(29.15) 34.0		Thru Time		(22.35) 44.1	(22.19) 44.6	(18.50) 52.9	(26.35) 37.5
					Average speed per hour					

Light figures indicate A.M. Heavy figures indicate P.M.

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	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
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						Distance from Salt Lake City	Time-Table No. 4	
		SECOND CLASS		FIRST CLASS					June 12, 1949	
Car Capacity of sidings, etc. See Rule 6(A) Page 13.		259 Time Freight Daily	299 Stock Special Daily	3 Passenger Daily	103 Streamliner Passenger Daily	1 Passenger Daily	37 Passenger Daily		STATIONS	
YARD	COPTWYZ	8.00PM	12.30PM					0.0	DN-R NORTH YARD YL O	
								1.1	1.1 S. L. G. & W. CROSSING YL	
								1.2	0.1 D. & R. G. W. CROSSING YL	
								2.3	1.1 WEST. PAC. CROSSING YL	
								4.4	2.1 DN BUENA VISTA BV	
YARD	P			9.55PM	6.20PM	5.00PM	8.40AM	0.0	SALT LAKE CITY YL SA	
								1.3	1.3 DN-R EIGHTH SO. ST. YL	
								1.5	0.2 D. & R. G. W. CROSSING YL	
								1.7	0.2 D. & R. G. W. CROSSING YL	
122	P			10.06	6.31	5.11	8.55	4.8	3.1 DN BUENA VISTA BV	
125	PW			10.15	6.39	5.20	9.07	15.7	10.9 DN GARFIELD GF	
	AI							16.8	1.2 D. & R. G. W. CROSSING	
122	P			10.19	6.43	5.24	9.15	19.6	2.7 LAKE POINT	
122	PW			10.28	6.51	5.33	9.28	27.6	8.0 ERDA	
122	PY			10.38	6.59	5.43	9.45	35.8	8.2 DN WARNER DU	
131	PW			10.46	7.05	5.51	10.00	41.4	5.6 D STOCKTON KN	
122	P			10.52	7.10	5.57	10.10	47.9	6.5 D ST. JOHN SJ	
143	PW			11.03	7.20	6.09	10.25	60.7	12.8 FAUST	
122	P			11.10	7.26	6.16	10.33	66.8	6.1 PEHRSON	
157	PW			11.19	7.34	6.25	10.42	74.1	7.3 LOFGREEN	
122	P			11.26	7.41	6.32	10.50	79.8	5.7 BOULTER	
122	PWYZ			11.34	7.46	6.40	11.00	85.4	5.6 D TINTIC U	
123	P			11.42	7.52	6.48	11.10	92.1	6.7 McINTYRE	
126	PW			11.49	7.58	6.55	11.20	98.7	6.6 JERICOHO	
139	P			11.59PM	8.07	7.07	11.32	109.0	10.3 CHAMPLIN	
YARD	OPTWY			12.10AM	8.15	7.20	11.45	118.1	9.1 DN LYNDYL NY	
122	P			12.17	8.21	7.27	11.53AM	125.8	7.7 STRONG	
124	186	PWY		12.30	8.28	7.35	12.08PM	134.6	8.8 DN DELTA AK	
122	P			12.39		7.44	12.20	144.1	9.5 VAN	
122	P			12.48	8.43	7.53	12.30	153.0	8.9 CLEAR LAKE	
123	P			12.53	8.47	7.58	12.35 ³⁸	158.1	5.1 NEELS	
122	P			1.04 ⁴	8.54	8.08	12.50	166.5	8.4 BLOOM	
124	P			1.12	9.00	8.17	1.00	174.4	7.9 CRUZ	
123	PW				9.08	8.28	1.15	184.6	10.2 D BLACK ROCK KO	
122	P			1.30 ²		8.38	1.30	194.3	9.7 READ	
122	P			1.35	9.19	8.43	1.37	198.9	4.6 MURDOCK	
YARD	OPTWYZ	A 4.00AM	A 5.45PM	A 1.45AM	A 9.27PM	A 8.55PM	A 1.50PM	207.2	8.3 DN-R MILFORD YL FD	
								207.2		

(8.00) (5.15) (3.50) (3.07) (3.55) (5.10) Thru Time
25.9 39.4 54.0 66.5 52.9 40.1 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.

		FIRST SUBDIVISION				EASTWARD		Distance from Salt Lake City	Time-Table No. 4	
		FIRST CLASS		SECOND CLASS		June 12, 1949			STATIONS	
Car Capacity of sidings, etc. See Rule 6(A) Page 13.		4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight		STATIONS	
YARD	COPTWYZ					A 10.30AM	A 1.30AM	0.0	DN-R NORTH YARD YL O	
								1.1	1.1 S. L. G. & W. CROSSING YL	
								1.2	0.1 D. & R. G. W. CROSSING YL	
								2.3	1.1 WEST. PAC. CROSSING YL	
								4.4	2.1 DN BUENA VISTA BV	
YARD	P	A 4.10AM	A 5.10AM	A 7.40AM	A 4.15PM			0.0	SALT LAKE CITY YL SA	
								1.3	1.3 DN-R EIGHTH SO. ST. YL	
								1.5	0.2 D. & R. G. W. CROSSING YL	
								1.7	0.2 D. & R. G. W. CROSSING YL	
122	P							4.8	3.1 DN BUENA VISTA BV	
125	PW							15.7	10.9 DN GARFIELD GF	
	AI							16.8	1.2 D. & R. G. W. CROSSING	
122	P							19.6	2.7 LAKE POINT	
122	PW							27.6	8.0 ERDA	
122	PY							35.8	8.2 DN WARNER DU	
131	PW							41.4	5.6 D STOCKTON KN	
122	P							47.9	6.5 D ST. JOHN SJ	
143	PW							60.7	12.8 FAUST	
122	P							66.8	6.1 PEHRSON	
157	PW							74.1	7.3 LOFGREEN	
122	P							79.8	5.7 BOULTER	
122	PWYZ							85.4	5.6 D TINTIC U	
123	P							92.1	6.7 McINTYRE	
126	PW							98.7	6.6 JERICOHO	
139	P							109.0	10.3 CHAMPLIN	
YARD	OPTWY							118.1	9.1 DN LYNDYL NY	
122	P							125.8	7.7 STRONG	
124	186	PWY						134.6	8.8 DN DELTA AK	
122	P							144.1	9.5 VAN	
122	P							153.0	8.9 CLEAR LAKE	
123	P							158.1	5.1 NEELS	
122	P							166.5	8.4 BLOOM	
124	P							174.4	7.9 CRUZ	
123	PW							184.6	10.2 D BLACK ROCK KO	
122	P							194.3	9.7 READ	
122	P							198.9	4.6 MURDOCK	
YARD	OPTWYZ	Daily	Daily	Daily	Daily	Daily	Daily	207.2	8.3 DN-R MILFORD YL FD	
								207.2		

Thru Time (3.45) (3.55) (3.00) (4.35) (8.40) (9.00)
Average speed per hour..... 55.2 52.9 69.0 45.2 23.9 23.0

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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									
Car capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 4								
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	301 Mixed	3 Passenger		June 12, 1949								
									STATIONS								
YARD OPTWYZ	6.00PM	4.39AM ¹⁰⁴	9.28PM	9.05PM	2.05PM	3.15AM	1.55AM	207.2	DN-R	MILFORD YL	FD						
123 P				9.12	2.15	3.23	2.03	212.3		5.1 UPTON							
122 PW			9.41	9.20	2.25	3.33	2.11	222.4		10.1 THERMO							
122 P				9.26	2.35	3.40	2.18	229.2		6.8 NADA							
122 P			9.49	9.30	2.40	3.45	2.22	233.5		4.3 LATIMER							
122 PWY			9.56	9.40	s 3.00	A 3.55AM	s 2.35	242.6	DN	LUND	UN						
122 P				9.50	3.10		2.45	252.5		9.9 ZANE							
122 PW			10.07	9.55	f 3.17		2.50	257.3	D	BRYL	BY						
122 P			10.16	10.05	3.28		3.00	268.2		10.9 HEIST							
122 PWY			10.21	10.13	f 3.38		3.07	274.2	D	MODENA	NA						
122 P			10.28 ¹	10.28 ¹⁰³	3.50		3.16	282.8		8.6 UVADA							
127 PY			10.39 ⁴	10.43 ⁴	4.05		3.30 ¹⁰⁴	290.3		7.5 CRESTLINE							
122 P			10.45	10.50	4.12		3.40	294.7		4.4 BROWN							
122 PW			10.52	10.57	4.20		3.50	299.4		4.7 ACOMA							
133 P			11.05 ²	11.10 ²	4.36		4.06	308.7		9.3 ISLEN							
83 P			11.21	11.26	4.52		4.22	315.6		6.9 MINTO							
122 P			11.28	11.33	5.00		4.29	319.7		4.1 ECCLES							
YARD OPTWY			11.36	11.45	s 5.25		s 4.40	324.5	DN	CALIENTE YL	CS						
122 P			11.42	11.52PM	5.35		4.48	329.5		5.0 ETNA							
122 P			11.58PM	12.08AM	5.52		5.05	339.1		9.6 BOYD							
122 PW			12.09AM	12.19	6.07		5.18	345.6		6.5 ELGIN							
122 P			12.24	12.34	6.22		5.33	354.9		9.3 LEITH							
102 OPW			12.34	12.44	6.37		5.44	364.9		10.0 OARP							
122 P			12.43	12.54	6.46		5.54	370.5		5.6 VIGO							
122 P			1.01	1.12 ¹⁰⁴	7.05		6.12	381.1		10.6 HOYA							
136 PW			1.06 ¹⁰⁴	1.19	7.17		6.20	386.1		5.0 ROX							
122 P			1.11	1.25	7.23		6.26	390.6		4.5 FARRIER							
122 PWY			1.21	1.35	s 7.45 ⁴		6.36 ³⁸	400.9	DN	MOAPA	MA						
89 P			1.30	1.45	7.55		6.46	410.5		9.6 UTE							
83 PW			1.39	1.55	8.05		6.56	421.0		10.5 DRY LAKE							
74 P			1.46	2.02	8.11 ²		7.03	426.5		5.5 GARNET							
90 P			1.53	2.09	8.20		7.10	432.0		5.5 APEX							
122 P			1.59	2.16	8.27		7.17	437.0		5.0 DIKE							
72 P			2.04	2.21	8.32		7.22	441.6		4.6 VALLEY							
98 P			2.08		8.36		7.27	445.8		8.7 WANN							
YARD OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM		A 7.35AM	449.8	DN-R	LAS VEGAS YL	VG						
								242.6									

(7.00) (8.51) (4.47) (5.25) (6.40) (0.40) (5.40) Thru Time
34.7 27.4 50.7 44.7 36.4 53.1 42.8 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. 4								
	38 Passenger	302 Mixed	4 Passenger	2 Passenger	104 Streamliner Passenger	256 Time Freight	260 Time Freight		June 12, 1949								
									STATIONS								
YARD OPTWYZ	6.00PM	4.39AM ¹⁰⁴	9.28PM	9.05PM	2.05PM	3.15AM	1.55AM	207.2	DN-R	MILFORD YL	FD						
123 P				9.12	2.15	3.23	2.03	212.3		5.1 UPTON							
122 PW			9.41	9.20	2.25	3.33	2.11	222.4		10.1 THERMO							
122 P				9.26	2.35	3.40	2.18	229.2		6.8 NADA							
122 P			9.49	9.30	2.40	3.45	2.22	233.5		4.3 LATIMER							
122 PWY			9.56	9.40	s 3.00	A 3.55AM	s 2.35	242.6	DN	LUND	UN						
122 P				9.50	3.10		2.45	252.5		9.9 ZANE							
122 PW			10.07	9.55	f 3.17		2.50	257.3	D	BRYL	BY						
122 P			10.16	10.05	3.28		3.00	268.2		10.9 HEIST							
122 PWY			10.21	10.13	f 3.38		3.07	274.2	D	MODENA	NA						
122 P			10.28 ¹	10.28 ¹⁰³	3.50		3.16	282.8		8.6 UVADA							
127 PY			10.39 ⁴	10.43 ⁴	4.05		3.30 ¹⁰⁴	290.3		7.5 CRESTLINE							
122 P			10.45	10.50	4.12		3.40	294.7		4.4 BROWN							
122 PW			10.52	10.57	4.20		3.50	299.4		4.7 ACOMA							
133 P			11.05 ²	11.10 ²	4.36		4.06	308.7		9.3 ISLEN							
83 P			11.21	11.26	4.52		4.22	315.6		6.9 MINTO							
122 P			11.28	11.33	5.00		4.29	319.7		4.1 ECCLES							
YARD OPTWY			11.36	11.45	s 5.25		s 4.40	324.5	DN	CALIENTE YL	CS						
122 P			11.42	11.52PM	5.35		4.48	329.5		5.0 ETNA							
122 P			11.58PM	12.08AM	5.52		5.05	339.1		9.6 BOYD							
122 PW			12.09AM	12.19	6.07		5.18	345.6		6.5 ELGIN							
122 P			12.24	12.34	6.22		5.33	354.9		9.3 LEITH							
102 OPW			12.34	12.44	6.37		5.44	364.9		10.0 OARP							
122 P			12.43	12.54	6.46		5.54	370.5		5.6 VIGO							
122 P			1.01	1.12 ¹⁰⁴	7.05		6.12	381.1		10.6 HOYA							
136 PW			1.06 ¹⁰⁴	1.19	7.17		6.20	386.1		5.0 ROX							
122 P			1.11	1.25	7.23		6.26	390.6		4.5 FARRIER							
122 PWY			1.21	1.35	s 7.45 ⁴		6.36 ³⁸	400.9	DN	MOAPA	MA						
89 P			1.30	1.45	7.55		6.46	410.5		9.6 UTE							
83 PW			1.39	1.55	8.05		6.56	421.0		10.5 DRY LAKE							
74 P			1.46	2.02	8.11 ²		7.03	426.5		5.5 GARNET							
90 P			1.53	2.09	8.20		7.10	432.0		5.5 APEX							
122 P			1.59	2.16	8.27		7.17	437.0		5.0 DIKE							
72 P			2.04	2.21	8.32		7.22	441.6		4.6 VALLEY							
98 P			2.08		8.36		7.27	445.8		8.7 WANN							
YARD OPTWYZ	A 1.00AM	A 1.30PM	A 2.15AM	A 2.30AM	A 8.45PM		A 7.35AM	449.8	DN-R	LAS VEGAS YL	VG						
								242.6									

Thru Time (6.00) (0.40) (5.25) (5.25) (4.44) (9.55) (10.00)
Average speed per hour 40.4 53.1 44.8 44.8 51.2 24.4 24.2

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

Car capacity of sidings, etc. See Rule 6(A), Page 13	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City
	259	299	37	3	1	103	Time		
	Time Freight	Stock Special	Passenger	Passenger	Passenger	Streamliner Passenger			
YARD OPTWYZ									
	Daily	Daily	Daily	Daily	Daily	Daily			
117 P	3.30PM	1.45AM	9.15PM	7.50AM	2.45AM	2.25AM	449.8		
Y			9.24	8.00	2.55	2.35	454.7		
107 PW							457.0		
104 P			f 9.35	8.07	3.02	2.42	461.5		
115 P			f 9.45	8.17	3.12	2.52	469.0		
116 P			9.53	8.24	3.19	2.59	474.7		
118 P			10.01	8.31	3.26	3.05	482.9		
66 P			10.06	8.36	3.30		487.7		
125 P			10.10	8.40	3.34	3.12	492.8		
118 PW			10.14	8.44	3.38 ³⁸		496.8		
117 P			10.19	8.48	3.43	3.19	501.5		
117 P			10.26	8.53	3.48	3.23 ³⁸	506.5		
117 P			10.32	8.59	3.53	3.28	511.9		
117 P			f 10.41 ¹⁰⁴	9.04	3.58	3.33	516.5		
106 P			10.50	9.09	4.03	3.38	521.1		
103 } 107 } PY			10.55	9.14	4.08	3.44	526.0		
115 P			11.01	9.19	4.12	3.48	529.8		
117 P			11.07	9.25	4.18	3.53	538.8		
118 P			11.12	9.30	4.23		536.9		
117 P			11.18	9.36	4.29	4.00	540.6		
85 } 92 } OPWY			11.25	9.43	4.36	4.04	544.9		
114 P			s 11.40	9.49	4.43	4.09	548.5		
117 P			11.47	9.55	4.49		553.4		
81 P			11.52	9.59	4.53	4.18	558.1		
106 PW			11.56PM	10.03			562.1		
117 P			12.01AM	10.07	5.03	4.24	566.4		
117 P			12.07				572.1		
126 P			12.14	10.18	5.14	4.33	579.7		
70 P			12.20	10.25	5.21	4.38	587.1		
125 P			12.27	10.31	5.28	4.44	592.5		
117 P			12.34	10.36	5.33	4.49	596.7		
117 P			12.40		5.38	4.53	601.6		
117 PW			12.45 ³⁸	10.44	5.43		606.2		
115 P			12.55		5.48	5.00	610.7		
YARD OPTWY	A 12.25AM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	615.7		

Time-Table No. 4

June 12, 1949

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.3
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.2
D JEAN JE
4.8
BOBAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
D NIPTON OH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
3.8
OIMA YL
4.0
CHASE
8.1
ELOA
8.7
DAWES
4.8
HAYDEN
8.6
DN KELSO YL FO
4.9
FLYNN
4.7
KERENS
4.0
GLASGOW
4.8
SANDS
5.7
BALOH
7.6
ORUCERO
7.4
BASIN
5.4
AFTON
4.2
DUNN
4.9
FIELD
4.6
MANIX
4.5
HARVARD
5.0
TOOMEY
5.1
DN-R YERMO YL BN
171.0

CENTRALIZED TRAFFIC CONTROL

(8.55) (5.30) (4.00) (3.10) (3.15) (2.45) Thru Time
19.2 31.1 42.7 54.0 52.6 62.2Average 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.

THIRD SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 13	FIRST CLASS				SECOND CLASS			
	38	4	2	104	260	256	Time	
	Passenger	Passenger	Passenger	Streamliner Passenger	Time Freight	Time Freight		
YARD OPTWYZ								
117 P	A 5.00AM	A 6.35PM	A 7.25PM	A 11.45PM	A 12.45PM	A 3.30AM		
Y	4.44	6.28	7.19	11.33				
107 PW								
104 P	f 4.35	6.22	7.13	11.28				
115 P	f 4.22	6.13	7.04	11.20				
116 P	4.10	6.07	6.58	11.14				
118 P	s 3.59	5.59	6.50	11.07				
66 P	3.50	5.54	6.45	11.03				
125 P	3.45	5.50	6.41					
118 PW	3.38 ¹	5.46	6.37	10.56				
117 P	3.30	5.42	6.33					
117 P	f 3.23 ¹⁰³	5.37	6.28	10.49				
117 P	f 3.14	5.32	6.23	10.45				
117 P	f 3.09	5.27	6.19	10.41 ³⁷				
106 P	3.00	5.22	6.15	10.37				
103 } 107 } PY	2.55	5.17	6.11	10.33				
115 P	f 2.50	5.13	6.07	10.29				
117 P	2.40	5.04	5.58	10.22				
117 P	2.30	4.57	5.51	10.15				
118 P	2.20	4.49	5.43	10.08				
117 P	2.10	4.41	5.35	10.01				
85 } 92 } OPWY	s 2.00	s 4.33	5.27	9.53				
114 P	1.43	4.25	5.19	9.46				
117 P	1.38	4.20	5.14	9.41				
81 P	1.33	4.16	5.10	9.37				
106 PW	1.27	4.12	5.06	9.33				
117 P	1.21			9.29				
117 P	1.15	4.00	4.54	9.23				
126 P	1.08	3.53	4.47	9.17				
70 P	1.01	3.46	4.40	9.11				
125 P	12.55	3.40	4.34	9.07				
117 P	12.50			9.03				
117 P	12.45 ³⁷	3.32	4.26	8.59				
117 PW				8.55				
115 P	12.37	3.24	4.18	8.51				
YARD OPTWY	12.30AM	3.17PM	4.11PM	8.45PM	6.05AM	8.50PM		

Thru Time (4.30) (3.18) (3.14) (3.00) (6.40) (6.40)
Average speed per hour 38.0 51.8 52.9 57.0 25.6 25.6

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. 4	
		SECOND CLASS		FIRST CLASS					June 12, 1949	
Car capacity of sidings, etc. See Rule 6(A). Page 13	YARD OPTWY	299	259	3	1	103	37	C.T.C.	STATIONS	
		Stock Special	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger		June 12, 1949	
		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
		7.45AM	1.00AM	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	
				s 11.25AM	s 6.25	s 5.28	s 2.00	684.2	BARSTOW BA	
				s 1.30PM	s 8.35	s 7.25	s 4.30	715.0	SAN BERNARDINO B	
				1.40	8.45	7.33	s 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	1.35PM	9.55AM	s 1.55	s 9.00	7.45	s 5.00	725.5	DN-R RIVERSIDE YL	
	AI							727.8	P. E. CROSSING	
124	P	2.00 ³	10.04	2.00 ²⁹⁹	9.06	7.50	5.06	729.2	STREETER	
113	YP							780.0	ARLINGTON	
122	YP							784.7	BLY	
122	P	2.15	10.15	2.08	9.15	7.57	s 5.15	787.4	DN MIRA LOMA V	
	I							744.9	S. P. CROSSING	
120	PW	2.27	10.30	2.15	9.23	8.03	s 5.28	745.2	DN ONTARIO YL RA	
SPUR	P							747.5	SUNSWEEP	
68	IP	2.35	10.40	2.21	9.30	8.09	5.35	750.0	DN WO TOWER WO	
48	P			s 2.23	9.32	8.11	s 5.40	751.0	DN POMONA YL PO	
118	P	2.42	10.46		9.37	8.15	5.45	754.1	SPADRA	
122	P	2.48	10.52	2.31	9.42	8.18	5.50	758.6	D WALNUT WA	
121	PW	2.58	11.02 ²⁵⁶	2.37	9.50	8.23	5.57	766.0	DN HILLGROVE BG	
	P							772.1	WHITTIER JCT. YL	
118	P	3.09	11.12	2.44	9.58	8.29	s 6.06	772.7	DN PICO YL K	
67	P	3.14	11.29AM ²	2.46	10.00	8.31	s 6.15	774.5	D MONTEBELLO MK	
				s 2.55	s 10.10	s 8.40	s 6.30	777.8	EAST LOS ANGELES YL *	
	YARD OPTWYZ	A 3.30PM	A 11.55AM					777.4	DN-R EAST YARD YL D	
	P				3.01	10.16	8.44	780.2	DOWNEY ROAD YL	
	I				3.05	10.20	8.47	781.8	NINTH ST. JCT. YL	
								788.0	FIRST ST. YL	
	I				3.13	10.27	8.53	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	
								168.9	(Union Station)	

(7.45) (10.55) (4.18) (4.40) (3.50) (5.35) Thru Time
 20.2 14.3 38.1 35.1 42.8 29.0 Average speed per hour

DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

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	
		FIRST CLASS		SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A). Page 13	YARD OPTWY	4	2	104	38	256	260
		Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight
		Daily	Daily	Daily	Daily	Daily	Daily
		A 3.15PM	A 4.11PM	A 8.45PM	A 12.25AM	A 8.00PM	A 4.55AM
	IP	3.05PM	4.04PM	8.37PM	12.13AM		
		s 2.53	s 3.52	s 8.27	s 12.01AM		
		s 12.50	s 1.50	s 6.38	s 9.55PM		
		12.37	1.37	6.25	s 9.32		
	IP	12.27PM	1.27PM	6.15PM	9.20PM		
	YARD P	s 12.25	s 1.25	6.13	s 9.15	12.15PM	10.05PM
	AI						
124	P	12.17	1.17	6.06	9.05	12.05PM	9.52
113	YP						
122	YP						
122	P	12.09	1.09	6.00	8.57	11.53AM	9.43
	I						
120	PW	12.02PM	1.02	5.53	s 8.45	11.43	9.33
SPUR	P						
68	IP	11.56AM	12.56	5.48	8.40	11.33	9.23
48	P	11.54	12.54	5.46	s 8.35	11.28	
118	P	11.49	12.49	5.46	s 8.25	11.23	9.12
122	P	11.45	12.45	5.38	8.20	11.15	9.05
121	PW	11.39	12.39	5.32	8.11	11.02 ²⁵⁹	8.53
	P						
118	P	11.32	12.32	5.26	8.03	10.45	8.43
67	P	11.29 ²⁵⁹	12.29	5.24	7.59	10.40	8.38
		s 11.25	s 12.25	s 5.20	s 7.55		
	YARD OPTWYZ	11.17	12.18	5.15	7.47	10.30AM	8.30PM
	P						
	I	11.13	12.14	5.12	7.43		
		11.10	12.11	5.09	7.40		
	I						
	I	11.04	12.05	5.03	7.34		
	I						
	IP	11.00AM	12.01PM	5.00PM	7.30PM		

Thru Time (4.15) (4.10) (3.45) (4.55) (9.30) (8.25)
 Average speed per hour 38.8 39.6 44.0 33.6 16.5 18.7

* DOUBLE TRACK BETWEEN M.P. 5.64 AND M.P. 7.72.

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.

WESTWARD				PROVO SUBDIVISION				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 4 June 12, 1949		Mile Post	SECOND CLASS				
					305 Mixed Daily			306 Mixed				
STATIONS						STATIONS						
YARD	COPTWYZ			3.00AM	0.0	DN R	SALT LAKE CITY YL SA C	36.3	A	11.15PM		
	P			3.15	1.3		EIGHTH SOUTH ST. YL	37.6		10.55		
	IP				2.1		D. & R. G. W. CROSSING YL	38.4				
					3.4		D. & R. G. W. CROSSING YL	39.7				
47	P			f 3.35	7.3	DN	MURRAY YL FN	43.6	f	10.40		
60	PW			3.40	7.9		PALLAS YL	44.2		10.35		
	P				9.6		ATWOOD YL	45.9				
	AI				11.4		D. & R. G. W. GAUNTLET	47.7				
	AI				12.3		D. & R. G. W. CROSSING	48.6				
102	P			f 3.50	12.6		SANDY	48.9	f	10.20		
48	PW			s 4.20	17.1	D	DRAPER A	782.9	s	10.10		
WS 73 ES 70	P			f 4.50	24.5		MOUNT	775.5	f	9.50		
73	PWY			f 5.20	29.0		CUTLER YL	771.0	f	9.30		
31	P			f 5.40	30.5	D	LEHI YL HI	769.5	f	9.20		
45	P			f 6.00	33.5	D	AMERICAN FORK AF	766.5	f	9.00		
73	P			f 6.20	36.5	D	PLEASANT GROVE GO	763.5	f	8.40		
73	P			f 6.30	42.0	D	GENEVA G	758.0	f	8.20		
	AI				42.7		D. & R. G. W. CROSSING	757.3				
YARD	COPTWYZ			s 8.00	47.3	DN-R	PROVO YL VO	752.7	s	8.00		
25				f 8.10	52.0		SPRINGVILLE	748.0	f	6.25		
29	P			s 8.30	55.6	D	SPANISH FORK SF	744.4	f	6.15		
52	P			f 8.35	58.4		BENJAMIN	741.6	f	6.00		
55	PW			s 9.00	63.2	D	PAYSON CN	736.8	f	5.50		
52	P			f 9.20	69.3		SANTAQUIN	730.7	f	5.32		
60	P			f 9.30	72.0		YORK	728.0	f	5.25		
125	PW			f 9.50	78.0		STARR	722.0	f	5.10		
41	P			f 10.05	83.3		BURRISTON	716.7	f	4.55		
52	PY			s 10.40	89.2	DN	NEPHI NI	710.8	s	4.40		
53	P			f 11.00	96.4		SHARP	703.6	f	4.10		
75	P			f 11.20	103.7		JUAB	696.3	f	3.50		
52	PW			f 11.40AM	110.7		MILLS	689.3	f	3.25		
60	P			f 12.05PM	118.9		PARLEY	681.1	f	2.55		
60	P			f 12.40	130.1		MACK	669.9	f	2.10		
YARD	OPTWY			A 1.00PM	134.1	DN-R	LYNNDYL YL NY	665.9		2.00PM		

(10.00) Thru Time (9.15)
13.4 Average speed per hour 14.5

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 305 is superior to No. 306.—See Rule S-72.

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

Westward FAIRFIELD BRANCH Eastward				Westward PIOCHE BRANCH Eastward				Westward FILLMORE BRANCH Eastward								
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 4 June 12, 1949		Mile Post	SECOND CLASS								
					403 Local Freight Daily Except Sunday			404 Local Freight								
STATIONS						STATIONS										
73	PW			4.9	0.0	Yard OPTWY	6.30AM	DN-R	CALIENTE YL CS	0.0	A	1.45PM	122 PW 176 Y	DN	DELTA YL AK	0.0
15					4.9	26	s 7.20		PANACA	14.5	s	12.30PM	26 Y	D	FILLMORE YL FI	32.2
20					20.3	16 WY	A 8.45AM	D	PIOCHE YL RM	32.7		11.00AM				
16					23.6											
					23.6					32.7			Daily Except Sunday			32.2

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

(2.15) Thru Time (2.45)
14.0 Average speed per hour 11.9
Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404.—See Rule S-72.

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

Westward CEDAR CITY BRANCH Eastward				Westward IRON MOUNTAIN BRANCH Eastward												
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 4 June 12, 1949		Mile Post	SECOND CLASS								
					417 Local Freight Daily Except Sunday			302 Mixed								
STATIONS						STATIONS										
123 189	OPWY			2.00PM	4.00AM	DN-R	LUND YL UN	0.0	A	11.00PM	A	12.05PM	PWYZ Yard	D-R	IRON SPRINGS YL GS	0.0
75	P			2.25	4.20		AVON	9.4		10.40		11.20AM	PY Yard	DN	IRON MOUNTAIN YL MN	14.7
	Yard PWYZ			3.07	4.45	D-R	IRON SPRINGS YL GS	21.0		10.15		10.50				
20	P			3.20	4.55		HALIVAH	25.2		10.05		10.20				
Loop 43	OPW			A 3.45PM	A 5.30AM	DN-R	CEDAR CITY YL CD	32.5		9.45PM		10.00AM				

(1.45) Thru Time (1.15)
18.2 Average speed per hour 21.6 26.0 (2.05) 15.6

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

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

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

SYMBOLS AND ABBREVIATIONS
(Rules 6 and 6(A))

Rule 6
The following letters placed before figures of a schedule indicate:
s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive.

Rule 6(A)
The following letters placed in column with station name in time-table indicate:
D—day operator; R—train register;
N—night operator; YL—yard limits.
DN—day and night operator;
The following letters placed in columns provided in time-table indicate:
Y—wye;
Z—track scales;
O—coal; I—interlocking; AI—automatic interlocking signals;
P—dispatcher's telephone; CS—center siding;
T—turntable; ES—eastward siding;
W—water; WS—westward siding;
X—cross-over; RCS—remote control switch.

WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Distance from Whittier Jct.	Time-Table No. 4 June 12, 1949		Mile-Post
		STATIONS		
	0.0	WHITTIER JCT. YL		0.0
	2.8	2.8		
18	2.8	D	WHITTIER YL WR	2.8
	6.9	4.6 PAC. ELEC. CROSSING		6.9
	9.7	2.8 LA HABRA HA		9.7
	10.5	0.8 PAC. ELEC. CROSSING		10.5
8	18.8	3.8 SUNNY HILLS		18.8
	15.5	1.7 A. T. & S. F. CROSSING		15.5
11	17.8	D	FULLERTON RN	17.8
40	20.0	D	ANAHEIM YL MN	20.0
		20.0		

WESTWARD — BOULDER CITY BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Distance from Boulder Jct.	Time-Table No. 4 June 12, 1949		Mile-Post
		STATIONS		
	0.0	BOULDER JCT.		0.0
	9.8	9.8		
60	9.8	D	HENDERSON RB	9.8
	12.6	12.6		
YARD	22.4	D-R	BOULDER CITY YL BC	22.4
		22.4		
	(0.50) Thru Time		(0.50)	
	26.9 Average speed per hour		26.9	

WESTWARD SAN PEDRO BRANCH EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Distance from First Street Los Angeles	Time-Table No. 4 June 12, 1949		Mile-Post
		STATIONS		
YARD OPTWYZ		DN-R	EAST YARD YL D	
	8.1	DN	HOBART YL J	8.1
	8.6	A. T. and S. F. Crossing		
	5.1	0.5 L. A. JCT. BY CROSSING YL		8.6
	5.8	1.5 P. E. CROSSING YL		5.1
15 77	7.4	0.2 BELL YL		5.8
	9.4	2.1 S. P. CROSSING		7.4
	11.2	2.0 WORKMAN		9.4
	12.5	1.8 P. E. CROSSING		11.2
61	14.8	D	PARAMOUNT YL HY	12.5
73 75	14.6	1.3 RIOGO YL		14.8
	17.4	0.8 DOUGLAS JCT. YL		14.6
	19.1	2.8 P. E. CROSSING		17.4
96	21.7	D	MANUEL MU	19.1
	21.9	1.7 S. P. CROSSING		21.7
	22.8	2.6 P. E. CROSSING		21.9
YARD	28.2	DN	MEAD TFR. YL WI	22.8
	24.2	0.4 HENRY FORD BLV. DRAWBRIDGE YL		28.2
YARD FWY	25.9	1.0 TERMINAL ISLAND YL		24.2
YARD P		1.7 EAST SAN PEDRO YL		25.9
		28.1		

WESTWARD — MEAD LAKE BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A). Page 13	Time-Table No. 4 June 12, 1949		Mile-Post	
	STATIONS			
118	0.0	DN-R	MOAPA MA	0.0
	5.1	5.1		
11	5.1	NARROWS		5.1
	10.2	5.1 LOGANDALE		10.2
9	14.8	4.6 OVERTON		10.55
11	16.7	1.9 MEAD LAKE (Spur)		14.8
		16.7		

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

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 419 is superior to No. 420 and No. 311 is superior to No. 312.—See Rule S-72.
For stations not shown on schedule pages.—See Page 19.

MILEAGE

Main Line	906.3
Branches	258.4
Total	1164.7

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:
Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded and all lesser speed restrictions specified under "Psgr." trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
 Where rules, special rules or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	50	Jordan spreaders and other machines of spreader type, when in operation.			15
DLS and Stock Specials: On straight track, where not otherwise restricted. On curves, where not otherwise restricted.			60	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
Inspection bus cars.		40	40	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
When caboose is handled in train consisting of passenger train equipment.		55		Trains handling 5 or more cars Iron Mountain ore: Between Lund and Lynndyl. Between Lynndyl and York. Between York and Provo.			40 30 40
Diesel-electric switch engines in road service.	35	35	35	Within yard limits protected by continuous block signals.	60	50	25
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Within yard limits not protected by continuous block signals. On main line. On branch lines.	50	40 30	25 15
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling a train. Backing up light.	40	40	40	Between Salt Lake City and Atwood.	15	15	15
Trains handling scale test cars: On main line. On branch lines.			30 20	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
Trains handling company roadway machines on their own wheels: On main line: On straight track. On curves. On branch lines.			30 25 15	Over spring switches, when not using turn-out but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20
				Wye tracks.	6	6	6
				Through tunnels.	40	40	25

PROVO SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	50	40	40	Draper Between M.P. 778.0 and 773.5.	40	30	20
Between Atwood and Sandy.	30	30	30	Cutler Emsco spur, over No. 7 switch.			5
Through interlocking.	20	20	20	Lehi Lehi Cereal Mills.			10
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.				Sugar Factory trackage.			5
Midvale All tracks except main track.			12	American Fork City limits, between M.P. 767.5 and 765.8.	20	20	20
Sandy				Pleasant Grove City limits, between M.P. 764.0 and 762.9.	20	20	20
From M.P. 784.0 to 781.0 westward.	20	20	20	Wasatch Oil spur.			10
From M.P. 781.0 to 783.0 eastward.	20	20	20	Geneva Steel Plant Over road crossings.			15

PROVO SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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.	20	20	20	Lynndyl Between house track switch and stand-pipe.	5	5	5
Plaster mill spur.			10				

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.	70	60	50
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Between M.P. 699.9 and 699.6.	70	60	50
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	Tintic Between M.P. 693.4 and 692.8.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	McIntyre Between M.P. 688.9 and 685.7.	60	50	40
Between M.P. 779.6 and 779.2.	70	60	50	Jericho Between M.P. 684.5 and 682.5.	60	50	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	50	Between M.P. 681.0 and 680.5.	60	50	40
Garfield Between M.P. 767.5 and 767.2.	65	55	45	Dyer Between M.P. 679.2 and 678.9.	65	55	45
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	Lynndyl Over old cinder pit on inbound round-house lead.		5	5
American Smelting and Refining Co. High Line.			15	Between M.P. 665.9 and 665.7.	70	60	50
Lake Point Between M.P. 763.3 and 762.8.	65	55	45	Strong Between M.P. 656.4 and 655.8.	70	60	50
Between M.P. 761.9 and 760.9.	70	60	50	Between M.P. 653.2 and 652.9.	70	60	50
Between M.P. 758.8 and 757.1.	55	45	35	Between M.P. 651.6 and 651.4.	70	60	50
Erda Between M.P. 755.5 and 754.2.	60	50	40	Milford between M.P. 577.0 and 576.5.	20	20	20
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.	50	40	30
Modena Between M.P. 502.4 and 502.0.	70	60	50	Between M.P. 488.7 and 486.8.	30	30	25
Uvada Between M.P. 499.9 and 499.7.	70	60	50	Between M.P. 486.6 and 484.5.	50	40	30
Between M.P. 498.5 and 497.6.	70	60	50	Acoma Between M.P. 481.6 and 480.4.	30	25	20
Maximum speed.				Between M.P. 480.0 and 479.8.	50	40	25
Between M.P. 497.3 and Caliente.	70	60	50	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 497.3 and 495.0.	30	25	20	Between M.P. 477.2 and 469.1.	30	25	20
Between M.P. 494.4 and 494.1.	40	30	25	Islen to Minto Steam engines backing up.	12	12	12
Crestline Between M.P. 492.1 and 491.9.	40	30	25	Minto Between M.P. 468.3 and 468.1.	55	45	35
Between M.P. 491.5 and 490.6.	50	40	30	Between M.P. 466.9 and 466.0.	45	35	25
Between M.P. 489.9 and 489.7.	45	35	30				

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

THIRD SUBDIVISION							
Las Vegas Between M.P. 334.2 and 333.1.	20	20	20	Cima to Kelso Streamline trains handled with automatic brake control and retaining valves in use.	45		
Arden Between M.P. 321.0 and 320.6.	65	55	45	Hayden Between Signals 2359 and 2352.	20	20	20
Between M.P. 319.7 and 318.5.	40	40	30	Kelso Between M.P. 231.2 and 230.9.	70	60	50
Between M.P. 317.1 and 315.0.	40	40	30	Flynn Between M.P. 223.9 and 223.5.	80	70	50
Sloan Between M.P. 315.0 and 314.6.	40	40	30	Basin Between M.P. 196.2 and 193.8.	60	50	40
Between M.P. 313.6 and 312.6.	80	70	50	Between M.P. 193.7 and 191.8.	50	40	30
Between M.P. 312.5 and 311.7.	45	40	30	Afton Between M.P. 190.9 and 188.4.	55	45	35
Between M.P. 309.8 and 309.3.	70	60	50	Dunn Between M.P. 187.0 and 186.2.	70	60	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	Yermo Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20
Cima to Kelso any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30					
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				

FOURTH SUBDIVISION

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
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		
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.		15
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 Jct.		
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
First Subdivision				Silver City Branch		1.94 Mi.	East
Small Arms Spur	779.9	64 P	West	Silver City	2.4		
Bauer	744.8	32 P	Both	Mammoth Branch		3.66 Mi.	East
Clover USG Connection	732.8	Yard P	East	Mammoth Jct. to Mammoth Mine		0.42 Mi.	East
Oasis	644.4	32 P	Both	Mammoth Mine to Grand Central Mine	1.6	10	Both
Borden	620.9	3 P	West	Cedar City Branch			
Pumice	604.3	14 P	Both	Kaiser Siding	22.5	48	Both
Second Subdivision				Stock Yards	29.9	50 P	East
Laho	566.6	25 P	Both	Mead Lake Branch			
Barelay	478.7	16 P	Both	Standard Oil Co. Spur	3.1	1	East
Little Springs	472.3	16 P	East	Arrowhead	3.3	18	West
Galt	408.5	66 P	Both	Seven Arrow Gypsum	9.3	7	East
Hoya Gravel Pit	401.5	64 P	Both	Amber	9.5	4	East
Arrolime	353.8	31 P	Both	Virgin	12.8	6	Both
Lovell	344.5	18 P	Both	Glassand	13.7	21	West
McCarran Airport Spur	342.6	P	West	Boulder City Branch			
Third Subdivision				Magnesium	10.5	20	Both
Cinderline Spur	330.1	19 P	East	Crestmore Branch			
Blue Diamond	321.8	P	West	Ennis	3.1	15	Both
Basin Gravel Pit	196.9	117	East	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	45	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
Walton	41.1	10	West	Forest Lawn	6.2	3	Both
Bentz	42.2	7	West	Glendale	7.7	5	Both
Fire Clay	42.9	4	West	Pasadena Branch			
Cushing	47.5	27	Both	Baker Spur	5.3	5	East
Mellen Sand Spur	781.3	10	East	Team Track	5.4	1	West
Rideout Spur	778.0	7	East	Municipal Light Plant	8.2	8	East
Mount Gravel Pit	775.5	41	Both	Municipal Light Plant	8.3	7	Both
Lehi Sugar Spur	769.1	98	East	Lennox Furnace Co.	8.5	2	East
Utah Oil Co. Spur	765.8	2	West	Crown Fence & Supply Co.	8.6	2	West
Hardy Beet Spur	761.8	27	West	A. C. Vroman Inc.	9.3	3	East
Bunker Spur	759.9	12	East	Pasadena	9.8	19	Both
Provo-Cutting Spur	754.8	38	East	San Pedro Branch			
Ironton	752.3	108	East	Bell Foundry Spur	8.5	3	East
Levan	699.0	5	East	Rancho Los Amigos	10.0	3	East
Soma	679.0	14 P	Both	Vernon Foundry Co.	10.2	6	West
UMSCO Rock Spur	676.3	12	East	Hollydale Spur	10.4	18	West
Lemington	671.3	26 P	Both	Macco Corporation	11.5	15	West
Fairfield Branch				Auto Lite Battery	11.6	19	East
Dahl Spur	12.7	9	East	Ohio Rubber Co.	13.2	26	West
Floyd Spur	17.4	9	West	Export Petroleum Spur	13.5	20	West
Pioche Branch				Richfield Oil Co.	13.8	36	East
Peck	6.0			Export Petroleum Spur	14.1	20	East
Prince Branch				Champion Gasoline Co.	14.4	19	West
Atlanta	2.6	13	Both	North Long Beach Branch			
Mendha	4.2	3	East	North Long Beach	16.2	13 P	Both
Caselton	6.5	22	East	Douglas Aircraft Spur & Wye	16.5		Both
Prince	8.6	4	Both	Montana Ranch Spur	16.9	6	East
Fillmore Branch				Richfield Oil Spur	17.1	47	West
Greenwood	21.7	10	East	City of Long Beach Water Dept.	17.1	8	East
Eureka Branch				Hancock Refinery Spur	17.2	26	East
Eureka	3.6	3.66 Mi.	East	Cherry Ave. Team Track	17.2	17	East