

F. C. PAULSEN
General Manager

A. D. HANSON
General Superintendent Transportation

B. F. WELLS
Assistant General Manager

V. W. SMITH
General Superintendent

D. F. WENGERT, Superintendent

E. J. HILTON, Terminal Superintendent... Los Angeles, Cal.
H. S. BARRIS, Trainmaster... Los Angeles, Cal.
F. H. BLAIR, Trainmaster... San Bernardino, Cal.
W. B. GROOME, Assistant Superintendent... Las Vegas, Nev.
H. S. JENSEN, Trainmaster... Las Vegas, Nev.
C. C. LARKIN,
Assistant Superintendent... Salt Lake City, Utah
W. A. SMITH, Trainmaster... Salt Lake City, Utah
G. H. BAKER, Trainmaster... Milford, Utah
A. R. NELSON, Master Mechanic... Los Angeles, Cal.
D. C. KRAMER,
Road Foreman of Engines... Los Angeles, Cal.
D. W. SCHENCK,
Road Foreman of Engines... Los Angeles, Cal.
W. E. RAYMOND,
Road Foreman of Engines... Los Angeles, Cal.
C. F. BAILEY, Road Foreman of Engines... Las Vegas, Nev.
L. C. WILLIAMS,
Road Foreman of Engines... Las Vegas, Nev.
J. D. McCOLL, Road Foreman of Engines... Las Vegas, Nev.
D. B. SLADE, Road Foreman of Engines... Las Vegas, Nev.
W. M. KEIM, Road Foreman of Engines... Milford, Utah
J. J. SCHNACKENBERG,
Road Foreman of Engines... Lyndyl, Utah
R. E. ROOT,
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, Second, Third and Fourth Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher... Salt Lake City, Utah
J. C. HAYMOND,
Asst. Chief Train Dispatcher... Salt Lake City, Utah
J. L. RITTER,
Asst. Chief Train Dispatcher... Salt Lake City, Utah
E. R. GUYE,
Asst. Chief Train Dispatcher... Salt Lake City, Utah

Fifth and Sixth Subdivisions and Branches

T. W. FRENCH, Chief Train Dispatcher... Las Vegas, Nev.
R. L. GUNDY,
Assistant Chief Train Dispatcher... Las Vegas, Nev.
F. P. CRISPINO,
Assistant Chief Train Dispatcher... Las Vegas, Nev.

Seventh Subdivision and Branches

D. M. JONES, Chief Train Dispatcher... Los Angeles, Cal.
P. V. COX, Asst. Chief Train Dispatcher... Los Angeles, Cal.
H. W. STOKER,
Asst. Chief Train Dispatcher... Los Angeles, Cal.

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

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Divn. Chief Surgeon	Salt Lake City	Salt Lake City
L. J. TAUFER	Divn. Surgeon	Salt Lake City	Salt Lake City
F. J. Winget	Surgeon	Salt Lake City	Salt Lake City
M. L. Crandall	Surgeon	Salt Lake City	Salt Lake City
J. R. Anderson	Surgeon	Salt Lake City	Salt Lake City
L. W. Condie	Surgeon	Salt Lake City	Salt Lake City
E. B. Fairbanks	Oculist-Aurist	Salt Lake City	Salt Lake City
A. S. Crandall	Oculist	Salt Lake City	Salt Lake City
F. E. Boucher	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
L. D. Stewart	Surgeon	Payson	Spanish Fork to Santaquin
F. H. Beckstead	Surgeon	Nephi	Santaquin to Lyndyl
M. E. Bird	Surgeon	Delta	Black Rock to Lyndyl
O. L. Felt	Surgeon	Milford	Crestline to Clear Lake
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	Calliente	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. 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
DON B. GIBBONEY	Dist. Chief Surgeon	Los Angeles	Los Angeles
J. M. Dodd	Surgeon	Los Angeles	Los Angeles
M. H. Long, Jr.	Surgeon	Los Angeles	Los Angeles
R. W. Lyster	Surgeon	Los Angeles	Los Angeles
W. R. Gibson	Surgeon	Los Angeles	Los Angeles
E. D. Warren	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	Huntingtos Park	South Gate & Vicinity
G. H. Quiller	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
H. R. McMeekin	Surgeon	Lynwood	Lynwood & Vicinity

Standard clocks are located as shown below:

Salt Lake City... Yardmaster's Office, 13th North	Calliente... Telegraph Office
Salt Lake City... South Yard Office, First North Street	Calliente... Depot Register Room
Salt Lake City... Telegraph Office, Passenger Station	Las Vegas... Enginemen's Register Room
Salt Lake City... Train Dispatcher's Office	Las Vegas... Freight Enginemen's Locker Room
Salt Lake City... North Yard Telegraph Office	Las Vegas... Passenger Enginemen's Locker Room
Salt Lake City... Enginemen's Register Room	Las Vegas... Conductor's Register Room
Salt Lake City... Roundhouse, North Yard	Las Vegas... Telegraph Office
Salt Lake City... Switchman's Register Room, North Yard	Las Vegas... Yard Office
Provo... Joint Yard Telegraph Office	Las Vegas... Dispatcher's Office
Provo... Joint Passenger Station	Kelso... Telegraph Office
Provo... Yard Office	Kelso... Enginemen's Locker Room
Tintic... Telegraph Office	Yermo... Telegraph Office
Lyndyl... Enginemen's Locker Room	Yermo... Enginemen's Locker Room
Milford... Enginemen's Locker Room	San Bernardino... Union Pacific Round House
Milford... Telegraph Office	East Yard... Enginemen's Locker Room
Cedar City... Telegraph Office	Los Angeles... Dispatcher's Office
Modena... Telegraph Office	Los Angeles... Union Station Telegraph Office
	Los Angeles... Union Station Enginemen's Locker Room

CONDENSED TIME-TABLE

WESTWARD					EASTWARD											
FIRST CLASS					FIRST CLASS											
3	103	1	37	Distance from Green River	Time-Table No. 2		Mile Post	4	2	104	38					
Passenger	Streamliner Passenger	Passenger	Passenger		April 11, 1948			Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily		STATIONS											
5.55PM	3.10PM	12.45PM	2.45AM	0.0	MT	GREEN RIVER	MT	817.0	A	10.00AM	A	11.45AM	A	12.50PM	A	10.45PM
7.55	4.54	2.50	4.55	100.2		EVANSTON		917.2		8.05		9.50		11.12AM		8.51
9.45	6.25	4.35	6.35	175.6		OGDEN		992.6		6.05		7.55		9.40		6.50
10.10			7.15					0.0		5.40				6.15		
11.00	7.05	5.25	8.10	211.9	MT	SALT LAKE CITY	MT	86.8		4.50		7.10		9.00		5.20
10.20PM	6.20	4.50	8.10		PT		PT	784.0		3.30		5.40		7.45		3.45
12.37AM	8.15	7.00	11.25AM	380.0		LYNNDYL		665.9		1.05AM		3.15		5.50		12.45PM
2.15	9.28	8.30	1.40PM	419.1		MILFORD		576.8		11.35PM		1.45		4.40		10.45AM
2.58	9.54	9.00	2.30	454.5		LUND		541.4		10.50		1.03AM		4.11		9.55
5.10	11.40PM	11.20PM	5.05	586.4		CALLIENTE		459.5		8.45		11.10PM		2.35AM		7.40
8.10	2.25AM	2.15AM	8.45PM	661.7		LAS VEGAS		884.2		5.45		8.05		11.55PM		4.05AM
11.35	5.11	6.00	1.30AM	882.7		YERMO		168.2		2.00		4.25		8.46		11.10PM
11.59AM	5.28	6.25	2.05	846.1		BARSTOW		150.1		1.33PM		3.58		8.27		10.35
2.10PM	7.25	8.35	4.35	926.9		SAN BERNARDINO		67.8		11.25AM		1.55		6.38		8.15
2.18	7.33	8.43	4.45	980.4		COLTON		64.5		11.12		1.42		6.25		7.55
2.35	7.45	8.59	5.05	987.4		RIVERSIDE		57.5		11.00		1.30		6.12		7.40
2.57	8.03	9.23	5.42	957.1		ONTARIO		87.8		10.33		1.03		5.53		7.10
3.05	8.11	9.31	5.55	962.9		POMONA		82.0		10.25		12.55		5.46		7.00
4.00PM	9.00AM	10.40AM	7.15AM	996.6	PT	LOS ANGELES	PT	0.0		9.30AM		12.01PM		5.00PM		6.00PM
						996.6				Daily		Daily		Daily		Daily
(23.05)	(18.50)	(22.55)	(29.30)							(23.30)		(22.44)		(18.50)		(27.45)
43.1	52.9	43.5	33.7							42.4		43.8		52.9		35.8

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

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

MILEAGE

Main Line 906.3
Branches 258.4
Total 1164.7

WESTWARD									FIRST SUBDIVISION								
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 2							
	261	259	299	255	3	103	1	37		April 11, 1948							
	Time Freight	Time Freight	Stock Special	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS							
YARD	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL O								
YARD	9.00 PM	1.55 PM	10.30 AM	6.55 AM					1.1	DN-R SALT LAKE CITY YL SA							
78					10.20 PM	6.20 PM	4.50 PM	8.10 AM	0.0	DN BUENA VISTA BV							
58	9.25	2.18	10.52	7.31 ¹⁰⁴	10.31	6.31	5.01	8.21	4.8	DN GARFIELD GF							
90	9.42	2.32	11.06	7.50	10.40	6.39	5.10	8.35	15.7	LAKE POINT							
100	9.50	2.38	11.12	7.57	10.44	6.43	5.14	8.40	19.6	MORRIS							
73	9.59	2.45	11.18	8.06	10.48	6.47	5.18	8.44	23.5	ERDA							
94	10.10	2.58 ³⁸	11.25	8.18	10.53	6.51	5.22	8.50	27.6	SHIELDS							
94	10.20	3.10	11.32	8.28	10.58	6.55	5.27	8.56	31.7	DN WARNER DU							
85	10.30	3.20	11.39	8.38	11.02	6.59	5.33	9.04	35.8	DN STOCKTON KN							
133	10.45	3.35	11.50 ²⁵⁸	8.53	11.09	7.05 ²⁵⁴	5.40	9.15	41.4	DN ST. JOHN SJ							
139	10.53	3.45	11.57 AM	9.02	11.15	7.10	5.46	9.25	47.9	AJAX							
94	11.02	3.54	12.04 PM	9.12	11.21	7.15	5.52	9.33	54.8	N FAUST FA							
51	11.10	4.04	12.10	9.22	11.26	7.19	5.57	9.41	60.7	PEHRSON							
73	11.32 ³	4.20	12.22	9.38	11.32 ²⁶¹	7.25	6.03	9.50	66.8	DUNBAR							
94	11.42	4.30	12.28	9.46	11.36	7.29	6.07 ²⁵⁴	9.55	69.9	LOFGREEN							
94	11.52 PM	4.40	12.36	9.55	11.41	7.34	6.12	10.02	74.1	BOULTER							
80	12.05 AM ²⁶⁰	4.52	12.47	10.08	11.48 ²⁶⁰	7.41	6.20	10.12	79.8	DN TINTIC U							
84	12.15	5.02	12.55	10.20 ²⁵⁸ 10.25 ³⁷	11.55 PM	7.46	6.26	10.25 ²⁵⁸ 10.25 ²⁵⁵	85.4	McINTYRE							
94	12.24	5.12 ²⁵⁴	1.02	10.35	12.02 AM	7.52	6.32	10.33	92.1	JERIOHO							
73	12.33	5.22	1.10 ³⁸	10.45	12.09	7.58	6.39	10.42	98.7	DYER							
94	12.40	5.30	1.18	10.55	12.14	8.03	6.44	10.48	104.5	CHAMPLIN							
73	12.46	5.36	1.23	11.01	12.18	8.07	6.48	10.54	109.0	ADAMS							
98	12.52	5.42	1.27	11.07 AM	12.22	8.10	6.52	11.00	113.0	DN LYNN DYL YL NY							
YARD OPTWY	1.05 ⁴ 2.00 ²⁵⁶	7.00 ¹	1.55	12.01 PM	12.37	8.15	7.00 ²⁵⁹	11.25	118.1	CLINE							
99	2.10	7.15	2.05	12.25 ³⁸	12.49 ⁴	8.20	7.06	11.32	123.7	DN DELTA YL AK							
47	2.28	7.30	2.19	12.39	12.58 ²⁵⁶	8.30	7.17	11.44	134.6	OASIS							
96	2.36	7.38	2.25	12.45	1.03	8.34	7.22	11.52	139.6	VAN							
73	2.44 ²	7.44	2.30	12.51	1.07	8.37 ²⁶⁰	7.26	11.57 AM ³⁸	144.1	DN OLEAR LAKE OK							
94	2.56	7.56	2.40 ²⁵⁴	1.03	1.15	8.43	7.34	12.15 PM	153.0	NEELS							
94	3.05	8.03	2.46	1.09	1.19	8.47	7.38	12.22	158.1	BORDEN							
95	3.12	8.09 ²⁶⁰	2.51	1.15	1.23	8.50	7.42	12.28	163.0	CRUZ							
94	3.30	8.23	3.04	1.28	1.33	8.59	7.52 ²⁶⁰	12.43	174.4	DN BLACK ROCK KO							
94	3.46	8.37	3.15	1.40 ²⁵⁴	1.42	9.07	8.01	12.58	184.6	READ							
73	3.59	8.49	3.25	1.52	1.50	9.15	8.09	1.10	194.3	MURDOCK							
94	4.06	8.54	3.30	1.57	1.54 ²	9.18	8.13	1.15 ²⁵⁴	198.9	DN-R MILFORD YL FD							
YARD OPTWY	A 4.30 AM	A 9.10 PM	A 3.50 PM	A 2.30 PM	A 2.05 AM	A 9.27 PM	A 8.25 PM	A 1.30 PM	207.2	207.2							

(7.30) 27.6 (7.15) 28.5 (5.20) 38.8 (7.35) 27.3 (3.45) 55.2 (3.07) 66.4 (3.35) 57.8 (5.20) 38.8

Thru Time
Average speed per hour

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.

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

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.

All first-class trains will register at Milford by train registering ticket. Clearance must be received at Lyndyl.

For conditional stops to discharge or pick up revenue passengers.—See page 19.

FIRST SUBDIVISION									EASTWARD								
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 2							
	258	254	260	256	2	104	38	4		April 11, 1948							
	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Streamliner Passenger	Passenger	Passenger		STATIONS							
YARD	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN-R NORTH YARD YL O								
YARD	A 1.30 PM	A 8.30 PM	A 3.00 AM	A 6.30 AM					35.2	DN-R SALT LAKE CITY YL SA							
78					10.20 PM	6.20 PM	4.50 PM	8.10 AM	0.0	DN BUENA VISTA BV							
58	9.25	2.18	10.52	7.31 ¹⁰⁴	10.31	6.31	5.01	8.21	4.8	DN GARFIELD GF							
90	9.42	2.32	11.06	7.50	10.40	6.39	5.10	8.35	15.7	LAKE POINT							
100	9.50	2.38	11.12	7.57	10.44	6.43	5.14	8.40	19.6	MORRIS							
73	9.59	2.45	11.18	8.06	10.48	6.47	5.18	8.44	23.5	ERDA							
94	10.10	2.58 ³⁸	11.25	8.18	10.53	6.51	5.22	8.50	27.6	SHIELDS							
94	10.20	3.10	11.32	8.28	10.58	6.55	5.27	8.56	31.7	DN WARNER DU							
85	10.30	3.20	11.39	8.38	11.02	6.59	5.33	9.04	35.8	DN STOCKTON KN							
133	10.45	3.35	11.50 ²⁵⁸	8.53	11.09	7.05 ²⁵⁴	5.40	9.15	41.4	DN ST. JOHN SJ							
139	10.53	3.45	11.57 AM	9.02	11.15	7.10	5.46	9.25	47.9	AJAX							
94	11.02	3.54	12.04 PM	9.12	11.21	7.15	5.52	9.33	54.8	N FAUST FA							
51	11.10	4.04	12.10	9.22	11.26	7.19	5.57	9.41	60.7	PEHRSON							
73	11.32 ³	4.20	12.22	9.38	11.32 ²⁶¹	7.25	6.03	9.50	66.8	DUNBAR							
94	11.42	4.30	12.28	9.46	11.36	7.29	6.07 ²⁵⁴	9.55	69.9	LOFGREEN							
94	11.52 PM	4.40	12.36	9.55	11.41	7.34	6.12	10.02	74.1	BOULTER							
80	12.05 AM ²⁶⁰	4.52	12.47	10.08	11.48 ²⁶⁰	7.41	6.20	10.12	79.8	DN TINTIC U							
84	12.15	5.02	12.55	10.20 ²⁵⁸ 10.25 ³⁷	11.55 PM	7.46	6.26	10.25 ²⁵⁸ 10.25 ²⁵⁵	85.4	McINTYRE							
94	12.24	5.12 ²⁵⁴	1.02	10.35	12.02 AM	7.52	6.32	10.33	92.1	JERIOHO							
73	12.33	5.22	1.10 ³⁸	10.45	12.09	7.58	6.39	10.42	98.7	DYER							
94	12.40	5.30	1.18	10.55	12.14	8.03	6.44	10.48	104.5	CHAMPLIN							
73	12.46	5.36	1.23	11.01	12.18	8.07	6.48	10.54	109.0	ADAMS							
98	12.52	5.42	1.27	11.07 AM	12.22	8.10	6.52	11.00	113.0	DN LYNN DYL YL NY							
YARD OPTWY	1.05 ⁴ 2.00 ²⁵⁶	7.00 ¹	1.55	12.01 PM	12.37	8.15	7.00 ²⁵⁹	11.25	118.1	CLINE							
99	2.10	7.15	2.05	12.25 ³⁸	12.49 ⁴	8.20	7.06	11.32	123.7	DN DELTA YL AK							
47	2.28	7.30	2.19	12.39	12.58 ²⁵⁶	8.30	7.17	11.44	134.6	OASIS							
96	2.36	7.38	2.25	12.45	1.03	8.34	7.22	11.52	139.6	VAN							
73	2.44 ²	7.44	2.30	12.51	1.07	8.37 ²⁶⁰	7.26	11.57 AM ³⁸	144.1	DN OLEAR LAKE OK							
94	2.56	7.56	2.40 ²⁵⁴	1.03	1.15	8.43	7.34	12.15 PM	153.0	NEELS							
94	3.05	8.03	2.46	1.09	1.19	8.47	7.38	12.22	158.1	BORDEN							
95	3.12	8.09 ²⁶⁰	2.51	1.15	1.23	8.50	7.42	12.28	163.0	CRUZ							
94	3.30	8.23	3.04	1.28	1.33	8.59	7.52 ²⁶⁰	12.43	174.4	DN BLACK ROCK KO							
94	3.46	8.37	3.15	1.40 ²⁵⁴	1.42	9.07	8.01	12.58	184.6	READ							
73	3.59	8.49	3.25	1.52	1.50	9.15	8.09	1.10	194.3	MURDOCK							
94	4.06	8.54	3.30	1.57	1.54 ²	9.18	8.13	1.15 ²⁵⁴	198.9	DN-R MILFORD YL FD							
YARD OPTWY	A 4.30 AM	A 9.10 PM	A 3.50 PM	A 2.30 PM	A 2.05 AM	A 9.27 PM	A 8.25 PM	A 1.30 PM	207.2	207.2							

(7.30) 27.6 (7.15) 28.5 (5.20) 38.8 (7.35) 27.3 (3.45) 55.2 (3.07) 66.4 (3.35) 57.8 (5.20) 38.8

Thru Time
Average speed per hour

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.

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

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.

All first-class trains will register at Milford by train registering ticket. Clearance must be received at Lyndyl.

For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD				THIRD SUBDIVISION					
Car capacity of sidings, etc. See Rule 6(A). Page 19	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City
	261 Time Freight	259 Time Freight	255 Time Freight	299 Stock Special	37 Passenger	3 Passenger	103 Streamliner Passenger	1 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
YARD OPTWYZ	3.15PM	8.15AM	1.15AM	12.15AM	8.45PM	8.10AM	2.25AM	2.15AM	449.8
117 P					8.56	8.20	2.34	2.25	454.7
Y									457.0
107 PW					f 9.07	8.29	2.42	2.34	461.5
104 P					f 9.19	8.39	2.52	2.43	469.0
115 P					9.30	8.47	2.59 ³⁸	2.51 ³⁸	474.7
49 P									478.8
116 P					9.38	8.54	3.05 ¹	3.05 ¹⁰³	482.9
118 P					9.43	8.58		3.15	487.7
66 P					9.48		3.12	3.20	492.8
125 P					9.53	9.05		3.24	496.8
118 PW					9.58	9.09	3.19	3.29	501.5
117 P					10.05	9.14	3.23	3.35	506.5
117 P					10.12	9.20	3.28	3.41	511.9
117 PW					f 10.19	9.25	3.33	3.47	516.5
117 P					10.25	9.31	3.38	3.53	521.1
106 P					10.34 ¹⁰⁴	9.37	3.44	3.59	526.0
103 } 107 } PY					f 10.45	9.43	3.48	4.05	529.8
115 PW					10.54	9.49	3.53	4.11	538.8
117 P					11.01	9.54		4.17	536.9
118 P					11.07	9.59	4.00	4.22	540.6
117 P					11.14	10.06	4.04	4.28	544.9
85 } 92 } OPWY					s 11.30	10.12	4.09	4.34	548.5
114 P					11.36	10.18		4.40	553.4
117 P					11.41	10.23	4.18	4.44	558.1
81 P					11.46	10.27		4.48	562.1
106 PW					11.51PM	10.31	4.24	4.52	566.4
117 P					12.02AM ³⁸	10.36		4.57	572.1
117 P					12.10		4.33	5.04	579.7
126 P					12.17	10.48	4.38	5.10	587.1
70 P					12.25	10.55	4.44	5.17	592.5
125 P					12.32	11.01	4.49	5.23	596.7
117 P					12.38	11.07	4.53	5.29	601.6
117 P					12.44	11.11		5.34	606.2
117 PW					12.51	11.15	5.00	5.39	610.7
115 P					12.58	11.20		5.44	615.7
YARD OPTWY	A 10.45PM	A 3.45PM	A 8.45AM	A 5.45AM	A 1.15AM	A 11.30AM	A 5.10AM	A 5.55AM	620.8
	(7.30) 22.7	(7.30) 22.7	(7.30) 22.7	(5.30) 31.3	(4.30) 38.0	(3.20) 51.3	(2.45) 62.1	(3.40) 46.6 Thru TimeAverage speed per hour

Time-Table No. 2
April 11, 1948

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.8
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.6
SUTOR
4.6
D JEAN JE
4.8
BORAX
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
8.8
OIMA YL
4.0
OHASE
8.1
ELORA
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

For conditional stops to discharge or pick up revenue passengers.—See page 19.

THIRD SUBDIVISION				EASTWARD				
Car capacity of sidings, etc. See Rule 6(A). Page 19	FIRST CLASS				SECOND CLASS			
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	258 Time Freight	254 Time Freight	260 Time Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
YARD OPTWYZ	A 5.30PM	A 7.50PM	A 11.45PM	A 3.45AM	A 11.30AM	A 6.30PM	A 1.30AM	A 6.15AM
117 P	5.17	7.38	11.32	3.25				
Y								
107 PW	D 5.11	7.32	11.27	f 3.18				
104 P	D 5.02	7.23	11.19	f 3.07				
115 P	4.55	7.16	11.13	2.59 ¹⁰³ 2.51 ¹				
49 P								
116 P	D 4.46	7.09	11.07	s 2.37				
118 P	4.41	7.05	11.03	2.27				
66 P	4.36	7.01		2.22				
125 P	4.32	6.57	10.56	2.17				
118 PW	4.28	6.53		2.12				
117 P	D 4.23	6.48	10.49	s 2.05				
117 P	4.18	6.43	10.45	1.55				
117 PW	4.14	6.39		f 1.48				
117 P	4.10	6.35	10.38	1.39				
106 P	4.05	6.30	10.34 ³⁷	1.34				
103 } 107 } PY	4.00	6.25	10.29	f 1.28				
115 PW	3.50	6.15	10.22	1.15				
117 P	3.44	6.09	10.15	1.07				
118 P	3.37	6.02	10.08	12.59				
117 P	3.29	5.54	10.01	12.50				
85 } 92 } OPWY	s 3.20	5.45	9.53	s 12.40				
114 P	3.11	5.35	9.43	12.26				
117 P	3.05	5.29	9.37	12.19				
81 P	3.00	5.23	9.32	12.14				
106 PW	2.55	5.18		12.08				
117 P			9.25	12.02AM ³⁷				
117 P	2.43	5.06		11.55PM				
126 P	2.37	5.00	9.15	11.48				
70 P	2.30	4.53	9.09	11.41				
125 P	2.25		9.05	11.36				
117 P	2.20	4.44		11.31				
117 P	2.16	4.40		11.26				
117 PW	2.12		8.55	11.22				
115 P	2.07	4.32		11.17				
YARD OPTWY	2.00PM	4.25PM	8.46PM	11.10PM	5.15AM	12.15PM	7.15PM	11.30PM
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	(3.30) 48.9	(3.25) 50.0	(2.59) 57.0	(4.35) 37.3	(6.15) 27.5	(6.15) 27.5	(6.15) 27.5	(6.45) 25.3

Time-Table No. 2
April 11, 1948

STATIONS

DN-R LAS VEGAS YL VG
4.9
BRACKEN
2.8
BOULDER JCT.
4.5
D ARDEN A
7.5
D SLOAN SX
5.7
ERIE
8.6
SUTOR
4.6
D JEAN JE
4.8
BORAX
4.6
ROACH
4.5
CALADA
4.7
DESERT
5.0
D NIPTON CH
5.4
MOORE
4.6
IVANPAH
4.6
BRANT
4.9
JOSHUA
8.8
OIMA YL
4.0
OHASE
8.1
ELORA
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

For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD					FOURTH SUBDIVISION				Distance from Salt Lake City	Time-Table No. 2	
SECOND CLASS					FIRST CLASS					April 11, 1948	
261 Time Freight	259 Time Freight	255 Time Freight	299 Stock Special	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	STATIONS			
YARD OPTW1	11.30PM	4.30PM	9.30AM	6.15AM	11.35AM	6.00AM	5.11AM	1.30AM	620.8	DN-R YERMO YL BN	
IP					11.44AM	6.10AM	5.18AM	1.40AM	626.4	DN DAGGETT H	
					S 11.59 AM	S 6.25	S 5.28	S 2.05	684.2	BARSTOW BA	
					S 2.10 PM	S 8.35	S 7.25	S 4.35	715.0	SAN BERNARDINO B	
					2.18	8.43	7.33	4.45	718.5	COLTON	
IP					2.30PM	8.55AM	7.43AM	4.57AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. YL	
YARD WP	6.45AM	11.55PM	4.45PM	11.20AM	S 2.35	S 8.59	7.45	S 5.05	726.5	DN-R RIVERSIDE YL	
AI									727.8	MAGNOLIA AVE. (P. E. Csg.)	
76 P	7.00	12.10AM	4.55	11.30	2.42	9.05	7.50	5.15	729.2	STREETER	
113 YP									780.0	ARLINGTON	
76 P	7.10	12.20	5.01	11.35	2.46	9.10	7.54	5.21	788.2	PEDLEY	
74 YP									784.7	BLY	
114 P	7.19	12.29	5.09	11.42 ²⁵⁴	2.50	9.14	7.57	S 5.28	787.4	DN MIRA LOMA V	
I									744.9	S. P. CROSSING	
120 WF	7.33	12.43	5.23	11.56	2.57	9.23	8.03	S 5.42	745.2	DN ONTARIO YL RA	
59 P									747.5	SUNSWEEET	
68 IP	7.43	12.53	5.48 ¹⁰⁴	12.03PM	3.03	9.29	8.09	5.50	750.0	DN WO TOWER WO	
48 WF	7.46	12.56	5.51	12.05	S 3.05	9.31	8.11	S 5.55	751.0	DN POMONA YL PO	
97 P	7.53	1.03	5.57	12.10	3.10 ²⁶⁰	9.35	8.15	6.01	754.1	SPADRA	
96 P	8.01	1.11	6.03	12.15	3.14	9.40	8.18	6.06	758.6	D WALNUT WA	
75 P	8.21 ¹⁰³	1.20	6.09	12.20	3.18	9.44	8.21 ²⁶¹	6.11	768.1	ROWLAND	
97 WF	8.30	1.25	6.13	12.24	3.21	9.48	8.23	6.15	766.0	DN HILLGROVE BG	
72 P	8.37	1.30	6.18	12.36 ²	3.24	9.52	8.26	6.20	769.8	CLAYTON	
P									772.1	WHITTIER JCT. YL	
74 P	8.43	1.35	6.31 ³⁸	12.55	3.28	10.02 ⁴	8.29	S 6.25	772.7	DN PICO YL K	
94 P	8.48	1.40	6.40	1.00	3.30	10.07	8.31	S 6.30	774.5	D MONTEBELLO MK	
					S 3.40	S 10.15	S 8.40	S 6.40	777.8	EAST LOS ANGELES YL	
									777.4	TELEGRAPH ROAD YL	
YARD WTOPZ	A 9.05AM	A 2.00AM	7.00PM	A 1.30PM	3.43	10.18	8.43	6.45	779.8	DN-R EAST YARD YL D	
P					3.45	10.20	8.44	6.47	780.2	DOWNEY ROAD YL	
									780.8	SOTO ST. JCT. YL	
I					3.49	10.24	8.47	6.51	781.8	NINTH ST. JCT. YL	
									788.0	FIRST ST. YL	
I					3.53	10.30	8.53	6.59	788.9	PASADENA JCT. YL	
I									784.0	A. T. & S. F. Csg. (Mission Tower)	
IP					A 4.00PM	A 10.40AM	A 9.00AM	A 7.15AM	784.7	DN-R LOS ANGELES UD	
									168.9	(Union Station)	

(9.25) 15.7 (9.30) 15.5 (9.30) 15.1 (7.15) 21.0 (4.25) 37.1 (4.40) 35.1 (3.49) 42.7 (5.45) 28.5 Thru Time
 Average speed per hour
 Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, 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.
 For conditional stops to discharge or pick up revenue passengers.—See page 19.

FOURTH SUBDIVISION					EASTWARD				
FIRST CLASS					SECOND CLASS				
4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	258 Time Freight	254 Time Freight	260 Time Freight	256 Time Freight	Time-Table No. 2	
YARD OPTW1	A 1.55PM	A 4.20PM	A 8.45PM	A 11.00PM	A 11.30AM	A 6.30PM	A 10.45PM	A 4.30AM	168.2
IP	1.45PM	4.10PM	8.37PM	10.50PM					168.8
	S 1.33PM	S 3.58	8.27	S 10.35					150.1
	S 11.25AM	S 1.55	S 6.38	S 8.15					67.8
	11.12	1.42	6.25	S 7.55					64.5
IP	11.02AM	1.32PM	6.15PM	7.43PM					58.2
YARD PW	S 11.00	S 1.30	6.12	S 7.40	A 4.45AM	A 12.15PM	A 4.05PM	A 9.45PM	57.5
AI									55.2
76 P	10.49	1.19	6.06	7.25	4.35	12.03PM	3.58	9.36	58.8
113 PY									58.0
76 P	10.45	1.15	6.03	7.22	4.28	11.49AM	3.51	9.29	49.8
74 YP					4.25	11.46	3.48	9.26	48.8
114 P	10.41	1.11	6.00	7.18	4.21	11.42 ²⁹⁹	3.44	9.22	45.6
I									38.1
120 PW	10.33	1.03	5.53	S 7.10	4.09	11.29	3.31	9.09	87.8
59 P									35.5
68 IP	10.28	12.57	5.48 ²⁵⁵	7.02	4.01	11.21	3.23	9.01	88.0
48 PW	10.25	12.55	5.46	S 7.00	3.58	11.18	3.20	8.58	82.0
97 P	10.21	12.50	5.40	S 6.50	3.51	11.11	3.10 ³	8.51	28.9
96 P	10.16	12.45	5.38	6.45	3.41	11.01	2.41	8.41	24.4
75 P	10.12			6.41	3.32	10.52	2.32	8.32	19.9
97 PW	10.09	12.39	5.32	6.39	3.27	10.47	2.27	8.27	17.0
72 P	10.06	12.36 ²⁹⁹	5.25	6.35	3.22	10.42	2.22	8.22	18.7
					3.17	10.37	2.17	8.17	10.9
74 P	10.02 ¹	12.32	5.26	6.31 ²⁵⁵	3.15	10.35	2.15	8.15	10.8
94 P	9.59	12.29	5.24	6.29	3.10	10.30	2.10	8.10	8.5
	S 9.55	S 12.25	S 5.20	S 6.25					5.7
									5.6
YARD OPTW2	9.46	12.17	5.14	6.16	3.00AM	10.20AM	2.00PM	8.00PM	8.7
P	9.44	12.15	5.12	6.14					2.8
									2.2
I	9.40	12.11	5.09	6.10					1.7
I									0.0
I	9.33	12.04	5.03	6.03					0.1
I									0.7
IP	9.30AM	12.01PM	5.00PM	6.00PM					0.7
									165.2

Thru Time (4.25) 37.4 (4.19) 38.1 (3.45) 44.4 (5.00) 33.0 (8.30) 19.4 (8.10) 20.2 (8.45) 18.8 (8.30) 19.4
 Average speed per hour
 Except where Centralized Traffic Control System is in operation, on single track, eastward trains are superior to trains of the same class in the opposite direction, 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.
 For conditional stops to discharge or pick up revenue passengers.—See page 19.

WESTWARD				PROVO SUBDIVISION				EASTWARD				
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 2		Mile Post	SECOND CLASS				
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	93 Local Freight	305 Mixed	Daily		April 11, 1948			306 Mixed	94 Local Freight			
					STATIONS							
YARD OPTWYZ		3.00PM	6.30AM	0.0	DN R	SALT LAKE CITY YL	SA C	36.3	A 12.45PM	A 9.50PM		
						1.3	EIGHTH SOUTH ST. YL	37.6	12.30	9.40		
P		3.10	6.45	1.3		0.8	D. & R. G. W. CROSSING YL	38.4				
IP				2.1		0.5	OFFICER YL	38.9	12.20	9.35		
77		3.15	6.50	2.6		0.8	D. & R. G. W. CROSSING YL	39.7				
				3.4		1.3	HUSLER'S YL	41.0	12.10	9.28		
77	P	3.20	6.56	4.7		2.6	MURRAY YL FN	43.6	12.01PM	9.20		
47	P	3.30	7.10	7.3	DN	0.6	PALLAS YL	44.2	11.55AM	9.15		
60	PW	3.35	7.13	7.9		1.7	ATWOOD YL	45.9	11.40	9.10		
				9.6		1.6	CUSHING	47.5				
				11.2		1	D. & R. G. W. CROSSING	48.6				
AI				12.3		0.3	SANDY	48.9	11.30	9.00		
102	P	3.50	7.25	12.6		4.5	DRAPER	782.9	11.15	8.50		
48	PW	4.15	8.05	17.1	D	7.4	MOUNT	775.5	10.40	8.30		
WS 73 ES 70	P	4.35	8.25	24.5		4.6	CUTLER YL	771.0	10.25	8.10		
73	PWY	4.55	8.35	29.0		1.5	LEHI YL HI	789.5	10.15	7.58		
31	P	5.05	8.50	30.5	D	3.0	AMERICAN FORK AF	786.5	10.05	7.50		
45	P	5.20	9.25	33.6	D	3.0	PLEASANT GROVE GO	783.5	9.50 ³⁰⁵	7.40		
73	P	5.30	9.50 ³⁰⁶	36.6	D	4.4	VINEYARD	759.1	9.35			
				40.9		1.1	GENEVA	758.0	9.25	7.20		
73	P	5.55	10.00AM	42.0	D	0.7	D. & R. G. W. CROSSING	757.3				
AI				42.7		4.6	PROVO YL VO	752.7	9.15	7.00PM		
YARD OPTWYZ		A 6.30PM	12.01PM	47.3	DN-R	4.7	SPRINGVILLE	748.0	8.00			
25			12.10	52.0		3.6	SPANISH FORK SF	744.4	7.47			
29	P		12.20	55.6	D	2.8	BENJAMIN	741.6	7.40			
52	P		12.27	58.4		4.8	PAYSON ON	736.8	7.30			
55	PW		12.44	63.2	D	6.1	SANTAQUIN	730.7	7.11			
52	P		12.57	69.3		2.7	YORK	728.0	7.05			
60	P		1.03	72.0		6.0	STARR	722.0	6.50			
51	PW		1.15	78.0		3.6	MONA	718.4	6.40			
			1.22	81.6		1.7	BURRISTON	716.7	6.35			
41	P		1.26	83.3		5.9	NEPHI NI	710.8	6.15			
52	PWY		2.00	89.2	DN	7.2	SHARP	703.6	5.45			
53	P		2.15	96.4		7.3	JUAB	696.3	5.20			
75	P		2.30	103.7		7.0	MILLS	689.3	5.02			
52	PW		2.45	110.7		8.2	PARLEY	681.1	4.43			
60	P		3.11	118.9		2.1	SOMA	679.0	4.35			
			3.19	121.0		7.7	LEAMINGTON	671.3	4.15			
26	P		3.39	128.7		1.4	MAOK	669.9	4.10			
60	P		3.44	130.1		4.0	LYNNDYL YL NY	665.9	4.00AM			
YARD OPTWYZ		A 3.55PM	134.1	DN-R								
						(134.1)		Daily	Daily			

(3.30) (9.25) Thru Time..... (8.45) (2.50)
13.5 13.2 Average speed per hour..... 15.3 16.6

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

Westward FAIRFIELD BRANCH Eastward				Westward PIOCHE BRANCH Eastward				Westward FILLMORE BRANCH Eastward						
SECOND CLASS				Mile Post	Time-Table No. 2		Mile Post	SECOND CLASS		Mile Post	Time-Table No. 2		Mile Post	
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	403 Local Freight	Daily Except Sunday	April 11, 1948		404 Local Freight	April 11, 1948		47 PW 96 Y	April 11, 1948					
			STATIONS											
73 PW Y			R CUTLER YL	0.0	Yard OPTWY	6.30AM	DN-R CALIENTE YL CS	0.0	A 3.45PM	47 PW 96 Y	DN	DELTA YL AK	0.0	
15			4.9				6.0					21.7		
			OLINTON	4.9			PEOK	6.0				GREENWOOD (Spur)	21.7	
			7.8				8.5					10.5		
			DAHL (Spur)	12.7	26	7.20	PANACA	14.5	2.30	26 WT	D	FILLMORE YL FI	32.2	
			4.7				5.9							
			FLOYD (Spur)	17.4	w		WATER TANK	20.4						
			2.9				1.0							
20			FAIRFIELD	20.3			DELMUES (Spur)	21.4						
			3.3				11.3							
16			5 MILE PASS	23.6	16 WT	A 8.45AM	PIOCHE YL RM	32.7	1.00PM					
			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				Mile Post	Time-Table No. 2		Mile Post	SECOND CLASS		Mile Post	Time-Table No. 2		Mile Post	
Car Capacity of sidings, etc. See Rule 6(A) Page 19.	417 Local Freight	301 Mixed	April 11, 1948		418 Local Freight	April 11, 1948		47 PW 96 Y	April 11, 1948					
			STATIONS											
123 189 OPWY			2.00PM	3.30AM	DN-R	LUND YL UN	0.0	A 12.05PM	A 10.30PM		PWYZ Yard	D-R IRON SPRINGS YL GS	0.0	
75	P		2.25	3.50		9.4	AVON	9.4	11.20AM	10.00		14.7		
						11.6	IRON SPRINGS YL GS	21.0	10.50	9.40				
Yard PWYZ			3.07	4.15	D-R	4.2	HALIVAH	25.2	10.20	9.30				
20	P		3.20	4.30		4.7	STOCK YARDS YL (Spur)	29.9						
						2.6	CEDAR CITY YL OD	32.5	10.00AM	9.15PM				
Loop 43 OPW			A 3.45PM	A 5.00AM	DN-R				Daily Except Sunday	Daily				
							32.5					14.7		

(1.45) (1.30) Thru Time..... (2.05) (1.15)
18.2 22.0 Average speed per hour..... 15.6 26.0
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.

WESTWARD — ANAHEIM BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 19	Distance from Whittier Jct.	Time-Table No. 2		Mile-Post
		April 11, 1948		
STATIONS				
	0.0			0.0
		WHITTIER JCT. YL		
	2.8	D	WHITTIER YL WR	2.8
18	6.9		PAC. ELEC. CROSSING	6.9
	9.7	D	LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	18.8		SUNNY HILLS	18.8
	15.5		A. T. & S. F. CROSSING	15.5
11	17.8	D	FULLERTON RN	17.8
40 WT	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 19	Distance from Boulder Jct.	Time-Table No. 2		Mile-Post
		April 11, 1948		
STATIONS				
	0.0			0.0
		BOULDER JCT.		
	9.8	D	HENDERSON RB	9.8
60 P	12.6			12.6
	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 19	Distance from First Street Los Angeles	Time-Table No. 2		Mile-Post
		April 11, 1948		
STATIONS				
	2.8			2.8
		DOWNEY ROAD YL		
	8.1	DN	HOBART YL J	8.1
	8.6		A. T. and S. F. Crossing	8.6
	4.2		L. A. JCT. RY. CROSSING YL	4.2
	5.1		FRUITLAND YL	5.1
	5.8		P. E. CROSSING YL	5.8
	7.4		BELL YL	7.4
	9.4		SOUTH GATE YL (S. P. Csg.)	9.4
	10.0		WORKMAN	10.0
	11.2		RANCHO LOS AMIGOS (Spur)	11.2
	12.5		P. E. CROSSING	12.5
	14.8	D	PARAMOUNT YL HY	14.8
	14.6		RIOCO YL	14.6
	17.4		DOUGLAS JCT. YL	17.4
	19.1	D	MANUEL MU	19.1
	21.7		THENARD	21.7
	22.8	DN	MEAD TFR. YL WI	22.8
	23.2		HENRY FORD BLV. DRAWBRIDGE YL	23.2
	24.2		TERMINAL ISLAND YL	24.2
	25.9		EAST SAN PEDRO YL	25.9
		28.1		

WESTWARD — ST. THOMAS BRANCH — EASTWARD

Car capacity of sidings, etc. See Rule 6(A), Page 19	Second Class	Distance from Moapa	Time-Table No. 2		Mile-Post	Second Class
			April 11, 1948			
STATIONS						
	311 Mixed	0.0			0.0	A 9.40AM
	Daily Except Sunday		MOAPA MA			
115 PWY	10.15AM	5.1			5.1	9.25
			NARROWS			
9	11.05	10.2			10.2	8.55
			LOGANDALE			
3	11.15	12.8			12.8	8.40
			VIRGIN			
11	11.30	14.8			14.8	8.30
			VERTON			
OT	A 11.55AM	16.7			16.7	8.00AM
			MEAD LAKE (Spur)			
		16.7			Daily Except Sunday	
		(1.40) Thru Time (1.40)			10.0	
		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.—See Rule S-72.

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.

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels:			
DLS Specials:				On main line:			30
On straight track, where not otherwise restricted.			60	On straight track.			25
On curves, where not otherwise restricted.			50	On branch lines.			15
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		55		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			
Mountain type engines.		70	50	On main line.			25
MacArthur type engines with 63-inch drivers.		55	50	On branch lines.			15
MacArthur type engines with 57-inch drivers and Consolidation type engines.		35	35	(Slower speed must be observed where conditions require.)			
3800 class engines.		60	50	Trains handling rock from Bly and trains handling empty flat cars in rock service.			30
3900 class engines.		65	50	Trains handling 5 or more cars Iron Mountain ore:			
4000, 9000, 2-10-2 and 4-10-2 type engines.		50	50	Between Lund and Lynndyl.			40
3500 class engines.		35	35	Between Lynndyl and Provo.			30
1900 and 2100 class engines.		30	30	Within yard limits:			
0-6-0 and 0-8-0 type yard engines.		20	20	On main line.	50	40	25
Diesel-electric switch engines in road service.	35	35	35	On branch lines.		30	15
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	When using cross-overs or turn-outs:			
Diesel-electric locomotives in road or helper service:				9000 class engines:			
Backing up shoving a train.				Forward movement.		10	10
(Speed of train being helped will govern.)				Back-up movement.		6	6
Backing up pulling a train.	40	40	40	All other classes engines:			
Backing up light.		40	40	Forward movement.	15	15	15
Steam engines running backward.		20	20	Back-up movement.	10	10	10
Trains handling scale test cars:				When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On main line.			30	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 except at Buena Vista.	20	20	20
On branch lines.			20	Wye tracks.	6	6	6
Trains handling loaded wooden Hart convertible cars:				Through tunnels.	40	40	25
On main line.			30				
On branch lines.			20				

PROVO SUBDIVISION

Location	Str.	Psg.	Frt.	Location	Str.	Psg.	Frt.
Maximum speed.	50	40	40	Midvale			
800, 3800 and 3900 class engines.		30	30	All tracks except main track.			12
Through interlocking.	20	20	20	Sandy			
Within yard limits between Salt Lake City and Atwood.	15	15	15	From M.P. 784.0 to 781.0 westward.	20	20	20
Between Salt Lake City and Sandy.	30	30	30	From M.P. 781.0 to 783.0 eastward.	20	20	20
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.				Draper			
				Between M.P. 778.0 and 773.5.	40	30	20
				Outler			
				Emsco spur, over No. 7 switch.			5

PROVO SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Lehi Lehi Cereal Mills.			10	Payson Between M.P. 733.5 and 732.9.	40	30	20
Sugar Factory trackage.			5	Nephi City limits, between M.P. 711.8 and 710.0. Plaster mill spur.	20	20	20
American Fork City limits, between M.P. 767.5 and 765.8.	20	20	20	Juab Between M.P. 694.4 and 691.8.	40	30	20
Pleasant Grove City limits, between M.P. 764.0 and 762.9. Wasatch Oil spur.	20	20	20	Mills Between M.P. 685.8 and 674.6.	40	30	20
Geneva Steel Plant Over road crossings.			15	Lynndyl Between house track switch and stand-pipe.	5	5	5
Provo City limits, between M.P. 754.8 and 751.0.	20	20	15				

FIRST SUBDIVISION

Salt Lake City, when pushing cars between Fifth North and Twenty-first South Sts.			5	Faust Between M.P. 721.0 and 719.6.	60	50	40
Salt Lake City, between Fifth North and Ninth South Sts. and between Third West and Fourth West Sts.	12	12	12	Pehrson Between M.P. 715.8 and 705.8.	55	45	35
All trains and engines using main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South St. and Ninth South St.				Boulter Between M.P. 703.8 and 702.1. Between M.P. 699.9 and 699.6.	70	60	45
Western Pacific Railroad Crossing M.P. 36.0 (Freight Line).	20	20	20	Tintic West switch. Between M.P. 693.4 and 692.8.	20	20	20
D. & R.G.W. Railroad Crossing, Ninth South St., M.P. 37.8.	20	20	20	McIntyre Between M.P. 688.9 and 687.3. Between M.P. 687.0 and 686.2. Between M.P. 686.0 and 685.7.	60	50	40
Between Buena Vista and North Yard, (Freight Line).	20	20	20	Jericho Between M.P. 684.5 and 680.5.	60	50	40
Between M.P. 779.6 and 779.2.	65	55	45	Dyer Between M.P. 679.2 and 678.9.	65	55	40
Buena Vista Between M.P. 770.6 and 770.1.	70	60	45	Lynndyl Over old cinder pit on inbound round-house lead. Between east and west water columns.	15	15	15
Garfield Between M.P. 767.5 and 767.2. B. & G. Crossing M.P. 767.1.	65	50	40	Cline Between M.P. 656.4 and 655.8. Between M.P. 654.7 and 654.1. Between M.P. 653.2 and 650.7.	70	60	45
American Smelting and Refining Co. High Line.			15	Delta Borden Between M.P. 615.8 and 615.2. Between M.P. 600.7 and 600.5.	60	50	40
Lake Point Between M.P. 763.3 and 762.8. Between M.P. 761.9 and 760.9.	65	55	45	Black Rock	70	60	45
Morris Between M.P. 758.8 and 757.1.	55	45	35				
Erda Between M.P. 755.5 and 754.2.	60	50	40				
Shields Between Warner and Stockton on running track. Between M.P. 744.1 and 743.5. Between M.P. 743.3 and 742.1.	15	15	15				

SECOND SUBDIVISION

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

SECOND SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Minto Between M.P. 468.3 and 468.1. Between M.P. 466.9 and 466.0.	55	45	35	Acton Between M.P. 387.7 and 387.6.	85	75	50
Eccles Between M.P. 463.9 and 461.7. Between M.P. 461.7 and 461.2. Between M.P. 460.3 and 460.0.	45	35	25	Moapa Between switches. Between M.P. 381.3 and 381.1. Between M.P. 380.9 and 380.4. Between M.P. 379.6 and 379.2. Between M.P. 377.2 and 376.7.	85	70	50
Caliente Caliente, between public crossing east of passenger station and Signal 4592. Between M.P. 459.5 and 457.9. Between M.P. 457.2 and 457.1.	20	20	20	Ute Between M.P. 369.4 and 369.1. Between M.P. 365.3 and 365.1. Between M.P. 364.2 and 363.9.	70	65	45
Between Etna and Farrier, streamline trains must not exceed schedule speed.			50	Dry Lake Between M.P. 362.5 and 362.2. Between M.P. 360.3 and 360.2. Between M.P. 359.4 and 358.8. Between M.P. 358.4 and 358.2.	60	50	40
Etna Between M.P. 456.1 and 430.1. Between M.P. 429.2 and 429.1.	35	35	25	Garnet Between M.P. 357.8 and 357.3. Between M.P. 356.8 and 356.1. Between M.P. 355.3 and 355.2.	85	75	50
Leith Between M.P. 428.4 and 428.3. Between M.P. 428.2 and 428.0. Between M.P. 427.6 and 426.4. Between M.P. 426.2 and 425.5. Between M.P. 425.1 and 424.0.	80	50	40	Apex Between M.P. 352.3 and 351.2. Between M.P. 351.1 and 350.9. Between M.P. 350.7 and 348.4. Between M.P. 347.6 and 347.4.	75	70	45
Cloud Between M.P. 423.7 and 420.4.	65	50	40	Dike Between M.P. 345.9 and 345.4. Between M.P. 343.3 and 343.0.	45	40	30
Carp Between M.P. 419.6 and 403.7.	35	35	25	Valley Airport spur. Between M.P. 339.3 and 339.0.	85	75	50
Hoya Between M.P. 402.1 and 401.7. Between M.P. 400.5 and 399.9. Between M.P. 398.6 and 397.6.	80	50	40	Wann Between M.P. 336.1 and 335.3. Between M.P. 335.3 and 334.2.	85	75	50
Rox Between M.P. 397.3 and 395.6. Between M.P. 395.4 and 394.7. Between M.P. 394.2 and 394.0.	65	50	40	Las Vegas			
Farrier Between M.P. 392.1 and 391.7.	55	45	35				

THIRD SUBDIVISION

Las Vegas Between M.P. 334.2 and 333.1. Between M.P. 333.1 and 332.4. Between M.P. 329.4 and 328.0. Between M.P. 327.1 and 326.6.	20	20	20	Between M.P. 303.8 and 302.6. Between M.P. 302.2 and 302.0.	85	75	50
Arden Between M.P. 321.0 and 320.6. Between M.P. 319.7 and 318.5. Between M.P. 318.0 and 317.8. Between M.P. 317.1 and 316.5. Between M.P. 316.5 and 315.5.	85	70	50	Jean Between M.P. 301.1 and 300.9. Between M.P. 298.8 and 297.5.	85	75	50
Sloan Between M.P. 315.0 and 314.6. Between M.P. 313.6 and 312.6. Between M.P. 312.5 and 312.1. Between M.P. 311.9 and 311.7. Between M.P. 311.0 and 310.1. Between M.P. 309.8 and 309.3.	85	75	50	Borax Between M.P. 296.2 and 295.8.	85	75	50
Erie Between M.P. 308.7 and 308.2.	40	40	30	Roach Between M.P. 288.2 and 287.9.	85	75	50
Sutor Between M.P. 305.3 and 305.0.	85	75	50	Calada Between M.P. 286.9 and 286.3. Between M.P. 284.8 and 284.7.	85	75	50
				Desert Between M.P. 282.2 and 281.8. Between M.P. 280.7 and 279.9. Between M.P. 278.7 and 278.5.	85	70	50
				Nipton Between M.P. 276.7 and 276.0. Between M.P. 274.6 and 274.5.	85	75	50
				Moore Between M.P. 272.9 and 271.9. Between M.P. 271.5 and 269.2.	85	75	50

THIRD SUBDIVISION (Cont'd)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Ivanpah				Between M.P. 231.2 and 230.9.	70	65	45
Between M.P. 267.5 and 267.1.	85	70	50	Flynn			
Between M.P. 266.6 and 265.3.	85	75	50	Between M.P. 230.8 and 229.0.	85	75	50
Brant				Between M.P. 228.0 and 227.7.	85	75	50
Between M.P. 263.5 and 262.5.	85	70	50	Between M.P. 226.5 and 225.0.	85	70	50
Between M.P. 261.4 and 260.3.	85	75	50	Between M.P. 223.9 and 223.5.	75	70	45
Between M.P. 259.2 and 259.0.	85	75	50	Between M.P. 223.0 and 221.3.	85	75	50
Joshua				Sands			
Between M.P. 256.9 and 256.6.	85	75	50	Between M.P. 213.8 and 213.3.	85	75	50
Between M.P. 255.3 and 254.2.	50	40	25	Balch			
Cima to Desert , 2800 and 3100 class engines running light.			35	Between M.P. 205.0 and 204.9.	85	75	50
Cima to Kelso				Basin			
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	Between M.P. 196.2 and 193.8.	60	50	45
Cima to Kelso , any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30		Between M.P. 193.7 and 193.4.	55	45	40
Cima to Kelso	60	40	20	Between M.P. 193.2 and 192.8.	45	40	30
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.				Between M.P. 192.3 and 192.1.	40	40	25
				Between M.P. 192.0 and 191.8.	60	50	45
				Afton			
				Between M.P. 191.6 and 191.2.	80	70	50
				Between M.P. 190.9 and 189.5.	60	50	45
				Between M.P. 189.4 and 189.1.	55	45	35
				Between M.P. 189.0 and 188.4.	70	65	45
				Dunn			
				Between M.P. 187.0 and 186.2.	70	65	45
				Between M.P. 184.8 and 184.1.	85	75	50
				Field			
				Between M.P. 181.7 and 180.8.	85	75	50
				Between M.P. 179.8 and 179.1.	85	75	50
				Harvard			
				Between M.P. 169.4 and 168.8.	85	75	50
				Toomey			
				Between M.P. 164.9 and 163.5.	50	40	25
				Yermo			
				Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20

FOURTH SUBDIVISION

Yermo				WO Tower			
Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	Between M.P. 33.8 and 31.3.	30	30	25
Between M.P. 162.7 and 161.4.	50	40	25	Pomona			
Between M.P. 159.0 and 158.8.	15	15	15	Between M.P. 29.5 and 29.1.	70	65	45
Daggett				Spadra			
Riverside Jct.				Between M.P. 25.3 and 25.1.	70	65	45
Between M.P. 58.1 and 57.8.	20	20	20	Walnut			
Between M.P. 57.8 and 57.6.	50	40	25	Between M.P. 23.8 and 23.6.	70	65	45
Between M.P. 57.6 and 57.3.	20	20	20	Between M.P. 21.0 and 20.5.	85	70	45
Between M.P. 57.3 and 56.0.	50	40	25	Hillgrove			
Between M.P. 56.0 and 55.4.	55	45	35	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	65	45
Streeter				Clayton			
Between M.P. 53.8 and 53.4.	60	50	40	Between M.P. 11.1 and 10.3.	50	40	25
Arlington				Pico			
Between M.P. 52.3 and 51.8.	65	55	45	Between M.P. 10.3 and 9.4.	50	40	25
Between M.P. 50.7 and 49.9.	70	65	45	Between M.P. 9.0 and 8.8.	85	70	45
Pedley				Montebello			
Between M.P. 48.8 and 47.9.	85	75	45	Between M.P. 7.0 and 3.3.	50	40	25
Bly				Between M.P. 3.3 and 2.2.	25	25	20
When using cross-over east of office.			10	Between M.P. 2.2 and 1.7.	15	15	15
Mira Loma				Between M.P. 1.7 and 0.3.	25	25	20
Between M.P. 43.6 and 43.5.	85	75	45	Between West M.P. 0.3 and Pasadena Jct.	15	15	15
Between M.P. 38.6 and 36.4.	50	40	25	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15
Sunsweet							
Between M.P. 34.5 and 34.4.	75	75	45				

BRANCHES

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Fairfield Branch				Blue Diamond Spur			
Eureka, within city limits.		15	15	Arden to M.P. 8.			20
Eureka Branch				M.P. 8 to end of track.			12
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.		12	12	Crestmore Branch			
Fillmore Branch				Between Bly and Crestmore.			15
Between M.P. 30.0 and 29.0.		30	30	Between Crestmore and Riverside Jct.			20
Cedar City Branch				Anaheim Branch			
Cedar City Loop, over spring switch.		30	30	Between M.P. 2.0 and 2.5.		20	20
Cedar City, oil track No. 12, Commissary spur and freight house lead.		10	10	Between M.P. 12.0 and 13.0.		15	15
Iron Mountain Branch				San Pedro Branch			
Between M.P. 17.0 and 17.0.		15	15	Lead known as Consolidated Lumber Company track: On straight track.			10
Between M.P. 17.0 and 22.0.		25	25	On curves.			6
Between M.P. 22.0 and 32.7.		10	10	Vernon, city limits.		12	12
Prince Branch				Henry Ford Ave. drawbridge.		15	15
Between M.P. 5.4 and 6.1.		15	15	Pasadena Branch			
St. Thomas Branch				Glendale Branch			
Between M.P. 11.2 and 11.5.		25	25	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.			
Between M.P. 17.8 and 19.0.		15	15				

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;
- N — night operator;
- DN — day and night operator;
- R — train register;
- YL — yard limits.
- Y — wye;
- Z — track scales;
- AI — automatic interlocking signals;
- CS — center siding;
- ES — eastward siding;
- WS — westward siding;
- RCS — remote control switch.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Lund		Los Angeles
1	Ontario, Pomona	Salt Lake City or beyond	
3	Ontario	Salt Lake City or beyond	
37	Any station	Any station	Any station
103	Lund	For Utah parks	From Utah parks
103	Riverside	Omaha or beyond	
2	Pomona, Ontario		Salt Lake City or beyond
2	Lund		Omaha and east
4	Pomona, Ontario		Salt Lake City or beyond
4	Moapa	Los Angeles	Salt Lake and east
38	Any station	Any station	Any station
104	Riverside		Omaha or beyond
104	Lund	For Utah parks	From Utah parks