

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



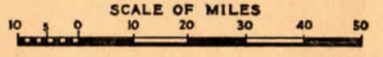
**CALIFORNIA DIVISION**  
**TIME-TABLE**  
**No. 4**

**Effective Sunday,**  
**June 12, 1949**  
 at 12:01 A. M. Pacific Time

*Be Careful Today*

**FOR EMPLOYEES ONLY**

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





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

WESTWARD		FIRST SUBDIVISION						EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 13.	Time-Table No. 4 June 12, 1949	STATIONS	FIRST CLASS				SECOND CLASS		
			4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	260 Time Freight	256 Time Freight	
YARD COPTWYZ		DN-R NORTH YARD YL O						A 10.30AM	A 1.30AM
		S. L. G. & W. CROSSING YL							
		D. & R. G. W. CROSSING YL							
		WEST. PAC. CROSSING YL							
		DN BUENA VISTA BV							
YARD P		SALT LAKE CITY YL SA	38.3	A 4.10AM	A 5.10AM	A 7.40AM	A 4.15PM		
		EIGHTH SO. ST. YL							
		D. & R. G. W. CROSSING YL							
		D. & R. G. W. CROSSING YL							
122 P		DN BUENA VISTA BV	779.2	3.55	4.52	7.28	3.57		
125 PW		DN GARFIELD GF	768.8	3.45	4.41	7.20	3.44		
AI		D. & R. G. W. CROSSING							
122 P		LAKE POINT	764.4	3.40	4.36	7.16	3.38		
122 PW		ERDA	756.4	3.32	4.28	7.09	3.28		
122 PY		DN WARNER DU	748.2	3.24	4.20	7.03	3.19		
131 PW		D STOCKTON KN	742.6	3.18	4.14	6.58	3.08		
122 P		D ST. JOHN SJ	736.1	3.12	4.08	6.53	2.59		
143 PW		FAUST	723.3	3.00	3.56	6.44	2.45		
122 P		PEHRSON	717.2	2.54	3.50	6.39	2.37		
137 PW		LOFGREEN	709.9	2.46	3.42	6.33	2.27		
122 P		BOULTER	704.2	2.37	3.33	6.25	2.18		
122 PWYZ		D TINTIC U	698.6	2.29	3.25	6.19	2.10		
123 P		McINTYRE	691.9	2.22	3.18	6.12	2.01		
126 PW		JERICOHO	685.3	2.15	3.11	6.06	1.53		
139 P		CHAMPLIN	675.0	2.04	3.00	5.58	1.42		
YARD OPTWY		DN LYNDYL NY	665.9	1.55	2.50	5.50	1.30		
122 P		STRONG	658.2	1.46	2.40	5.44	1.15		
124 186 PWY		DN DELTA AK	649.4	1.36	2.30	5.37	1.05		
122 P		VAN	639.9	1.27	2.21	5.29	12.52		
122 P		OLEAR LAKE	631.0	1.18	2.12	5.22	12.42		
123 P		NEELS	625.9	1.13	2.07	5.18	12.35 <sup>37</sup>		
122 P		BLOOM	617.5	1.04 <sup>3</sup>	1.58	5.11	12.24		
124 P		CRUZ	609.6	12.56	1.50	5.05	12.15		
123 PW		D BLACK ROCK KO	599.4	12.47	1.40	4.57	12.05PM		
122 P		READ	589.7	12.38	1.30 <sup>3</sup>		11.55AM		
122 P		MURDOCK	585.1	12.34	1.24	4.47	11.50		
YARD OPTWYZ		DN-R MILFORD YL FD	576.8	12.25AM	1.15AM	4.40AM	11.40AM	1.50AM	4.30PM
				Daily	Daily	Daily	Daily	Daily	Daily

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

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							Distance from Salt Lake City	Time-Table No. 4 June 12, 1949	
Car capacity of sidings, etc. See Rule 6(A) Page 13.	SECOND CLASS		FIRST CLASS				STATIONS	Mile Post			
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	1 Passenger	37 Passenger	301 Mixed				3 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
YARD OPTWYZ	6.00PM	4.39AM <sup>104</sup>	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		
122 188 PWY			9.56	9.40	3.00	3.55AM	2.35	242.6	9.1 LUND		
122 P				9.50	3.10		2.45	252.5	9.9 ZANE		
122 PW			10.07	9.55	3.17		2.50	257.3	4.8 BERYL		
122 P			10.16	10.05	3.28		3.00	268.2	10.9 HEIST		
122 PWY			10.21	10.13	3.38		3.07	274.2	6.0 MODENA		
122 P			10.28 <sup>1</sup>	10.28 <sup>103</sup>	3.50		3.16	282.8	8.6 UVADA		
127 PY			10.39 <sup>4</sup>	10.43 <sup>4</sup>	4.05		3.30 <sup>104</sup>	290.3	7.5 ORESTLINE		
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 <sup>2</sup>	11.10 <sup>2</sup>	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	5.25		4.40	324.5	4.8 CALIENTE YL OS		
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	8.5 ELGIN		
122 P			12.24	12.34	6.22		5.33	354.9	9.3 LEITH		
102 77 OPW			12.34	12.44	6.37		5.44	364.9	10.0 CARP		
122 P			12.43	12.54	6.46		5.54	370.5	5.6 VIGO		
122 P			1.01	1.12 <sup>104</sup>	7.05		6.12	381.1	10.6 HOYA		
136 PW			1.06 <sup>104</sup>	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	7.45 <sup>4</sup>		6.36 <sup>38</sup>	400.9	10.3 MOAPA		
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 <sup>2</sup>		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	4.5 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				STATIONS	Mile Post		
	38 Passenger	302 Mixed	4 Passenger	2 Passenger	104 Streamliner Passenger	256 Time Freight			260 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily				
YARD OPTWYZ	6.00PM	4.39AM <sup>104</sup>	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	
122 188 PWY			9.56	9.40	3.00	3.55AM	2.35	242.6	9.1 LUND	
122 P				9.50	3.10		2.45	252.5	9.9 ZANE	
122 PW			10.07	9.55	3.17		2.50	257.3	4.8 BERYL	
122 P			10.16	10.05	3.28		3.00	268.2	10.9 HEIST	
122 PWY			10.21	10.13	3.38		3.07	274.2	6.0 MODENA	
122 P			10.28 <sup>1</sup>	10.28 <sup>103</sup>	3.50		3.16	282.8	8.6 UVADA	
127 PY			10.39 <sup>4</sup>	10.43 <sup>4</sup>	4.05		3.30 <sup>104</sup>	290.3	7.5 ORESTLINE	
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 <sup>2</sup>	11.10 <sup>2</sup>	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	5.25		4.40	324.5	4.8 CALIENTE YL OS	
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	8.5 ELGIN	
122 P			12.24	12.34	6.22		5.33	354.9	9.3 LEITH	
102 77 OPW			12.34	12.44	6.37		5.44	364.9	10.0 CARP	
122 P			12.43	12.54	6.46		5.54	370.5	5.6 VIGO	
122 P			1.01	1.12 <sup>104</sup>	7.05		6.12	381.1	10.6 HOYA	
136 PW			1.06 <sup>104</sup>	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	7.45 <sup>4</sup>		6.36 <sup>38</sup>	400.9	10.3 MOAPA	
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 <sup>2</sup>		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	4.5 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							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	299 Stock Special	37 Passenger	3 Passenger	1 Passenger	103 Streamliner Passenger	STATIONS			
YARD OPTWYZ		Daily	Daily	Daily	Daily	Daily	Daily	DN-R LAS VEGAS YL VG			
117	P			9.24	8.00	2.55	2.35	454.7	4.9	BRACKEN	
	Y							457.0	2.8	BOULDER JCT.	
107	PW			9.35	8.07	3.02	2.42	461.5	4.5	ARDEN A	
104	P			9.45	8.17	3.12	2.52	469.0	7.5	SLOAN SX	
115	P			9.53	8.24	3.19	2.59	474.7	5.7	ERIE	
116	P			10.01	8.31	3.26	3.05	482.9	8.2	JEAN JE	
118	P			10.06	8.36	3.30		487.7	4.8	BORAX	
66	P			10.10	8.40	3.34	3.12	492.8	4.6	ROACH	
125	P			10.14	8.44	3.38 <sup>38</sup>		496.8	4.5	CALADA	
118	PW			10.19	8.48	3.43	3.19	501.5	4.7	DESERT	
117	P			10.26	8.53	3.48	3.23 <sup>38</sup>	506.5	5.0	NIPTON OH	
117	P			10.32	8.59	3.53	3.28	511.9	5.4	MOORE	
117	P			10.41 <sup>104</sup>	9.04	3.58	3.33	516.5	4.6	IVANPAH	
117	P			10.50	9.09	4.03	3.38	521.1	4.6	BRANT	
106	P			10.55	9.14	4.08	3.44	526.0	4.9	JOSHUA	
103 } 107 }	PY			11.01	9.19	4.12	3.48	529.8	8.8	OIMA YL	
115	P			11.07	9.25	4.18	3.53	533.8	4.0	CHASE	
117	P			11.12	9.30	4.23		536.9	3.1	ELORA	
118	P			11.18	9.36	4.29	4.00	540.6	3.7	DAWES	
117	P			11.25	9.43	4.36	4.04	544.9	4.8	HAYDEN	
85 } 92 }	OPWY			11.40	9.49	4.43	4.09	548.5	8.6	KELSO YL FO	
114	P			11.47	9.55	4.49		553.4	4.9	FLYNN	
117	P			11.52	9.59	4.53	4.18	558.1	4.7	KERENS	
81	P			11.56PM	10.03			562.1	4.0	GLASGOW	
106	PW			12.01AM	10.07	5.03	4.24	566.4	4.8	SANDS	
117	P			12.07				572.1	5.7	BALCH	
117	P			12.14	10.18	5.14	4.33	579.7	7.6	ORUCERO	
126	P			12.20	10.25	5.21	4.38	587.1	7.4	BASIN	
70	P			12.27	10.31	5.28	4.44	592.5	5.4	AFTON	
125	P			12.34	10.36	5.33	4.49	596.7	4.2	DUNN	
117	P			12.40		5.38	4.53	601.6	4.9	FIELD	
117	P			12.45 <sup>38</sup>	10.44	5.43		606.2	4.6	MANIX	
117	PW			12.55		5.48	5.00	610.7	4.5	HARVARD	
115	P			1.00	10.53	5.53		615.7	5.0	TOOMEY	
YARD OPTWY		A 12.25AM	A 7.15AM	A 1.15AM	A 11.00AM	A 6.00AM	A 5.10AM	620.8	5.1	YERMO YL BN	
										171.0	
		(8.55) 19.2	(5.30) 31.1	(4.00) 42.7	(3.10) 54.0	(3.15) 52.6	(2.45) 62.2		Thru Time Average speed per hour		

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

		THIRD SUBDIVISION							EASTWARD	
		SECOND CLASS		FIRST CLASS				Time-Table No. 4		
Car capacity of sidings, etc. See Rule 6(A), Page 13		260 Time Freight	256 Time Freight	38 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	June 12, 1949		
YARD OPTWYZ		Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
117	P			4.44	6.28	7.19	11.33	829.8	4.9	BRACKEN
	Y							827.0	2.8	BOULDER JCT.
107	PW			4.35	6.22	7.13	11.28	822.5	4.5	ARDEN A
104	P			4.22	6.13	7.04	11.20	815.0	7.5	SLOAN SX
115	P			4.10	6.07	6.58	11.14	809.8	5.7	ERIE
116	P			3.59	5.59	6.50	11.07	801.1	8.2	JEAN JE
118	P			3.50	5.54	6.45	11.03	796.8	4.8	BORAX
66	P			3.45	5.50	6.41		791.7	4.6	ROACH
125	P			3.38 <sup>1</sup>	5.46	6.37	10.56	787.2	4.5	CALADA
118	PW			3.30	5.42	6.33		782.5	4.7	DESERT
117	P			3.23 <sup>103</sup>	5.37	6.28	10.49	777.5	5.0	NIPTON CH
117	P			3.14	5.32	6.23	10.45	772.1	5.4	MOORE
117	P			3.09	5.27	6.19	10.41 <sup>37</sup>	767.5	4.6	IVANPAH
117	P			3.00	5.22	6.15	10.37	762.9	4.6	BRANT
106	P			2.55	5.17	6.11	10.33	758.0	4.9	JOSHUA
103 } 107 }	PY			2.50	5.13	6.07	10.29	754.2	8.8	OIMA YL
115	P			2.40	5.04	5.58	10.22	750.2	4.0	CHASE
117	P			2.30	4.57	5.51	10.15	747.1	3.1	ELORA
118	P			2.20	4.49	5.43	10.08	743.4	3.7	DAWES
117	P			2.10	4.41	5.35	10.01	739.1	4.8	HAYDEN
85 } 92 }	OPWY			2.00	4.33	5.27	9.53	735.5	8.6	KELSO YL FO
114	P			1.43	4.25	5.19	9.46	730.6	4.9	FLYNN
117	P			1.38	4.20	5.14	9.41	725.9	4.7	KERENS
81	P			1.33	4.16	5.10	9.37	721.9	4.0	GLASGOW
106	PW			1.27	4.12	5.06	9.33	717.6	4.8	SANDS
117	P			1.21			9.29	711.9	5.7	BALCH
117	P			1.15	4.00	4.54	9.23	704.8	7.6	ORUCERO
126	P			1.08	3.53	4.47	9.17	696.9	7.4	BASIN
70	P			1.01	3.46	4.40	9.11	691.5	5.4	AFTON
125	P			12.55	3.40	4.34	9.07	687.3	4.2	DUNN
117	P			12.50			9.03	682.4	4.9	FIELD
117	P			12.45 <sup>37</sup>	3.32	4.26	8.59	677.8	4.6	MANIX
117	PW						8.55	673.3	4.5	HARVARD
115	P			12.37	3.24	4.18	8.51	668.3	5.0	TOOMEY
YARD OPTWY		12.30AM	3.17PM	4.11PM	8.45PM	6.05AM	8.50PM	663.2	5.1	YERMO YL BN
										171.0
		(4.30) 38.0	(3.18) 51.8	(3.14) 52.9	(3.00) 57.0	(6.40) 25.6	(6.40) 25.6		Thru Time Average speed per hour	

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

WESTWARD

FOURTH 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	3 Passenger	1 Passenger	103 Streamliner Passenger	37 Passenger	June 12, 1949			STATIONS	
							Daily	Daily		Daily	Daily
YARD OPTWY	7.45AM	1.00AM	11.02AM	6.00AM	5.10AM	1.25AM	620.8	DN-R YERMO YL BN	4.6		
IP			11.10AM	6.10AM	5.18AM	1.35AM	625.4	DN DAGGETT H	8.8		
			s 11.25AM	s 6.25	5.28	s 2.00	684.2	BARSTOW BA	80.8		
			s 1.30PM	s 8.35	s 7.25	s 4.30	715.0	SAN BERNARDINO B	8.5		
			1.40	8.45	7.33	s 4.40	718.5	COLTON	6.3		
IP			1.50PM	8.55AM	7.43AM	4.50AM	724.8	S. P. and A. T. & S. F. Crossings			
YARD P	1.35PM	9.55AM	s 1.55	s 9.00	7.45	s 5.00	725.5	RIVERSIDE JCT. YL	0.7	Double Track	
AI							727.8	DN-R RIVERSIDE YL VN	2.8		
124 P	2.00 <sup>3</sup>	10.04	2.00 <sup>299</sup>	9.06	7.50	5.06	729.2	P. E. CROSSING	1.4		
113 YP							780.0	STREETER	0.8		
122 YP							784.7	ARLINGTON	4.7		
122 P	2.15	10.15	2.08	9.15	7.57	s 5.15	787.4	BLY	2.7		
I							744.9	DN MIRA LOMA V	7.5		
120 FW	2.27	10.30	2.15	9.23	8.03	s 5.28	745.2	S. P. CROSSING	0.8		
SPUR P							747.5	DN ONTARIO YL RA	2.8		
68 IP	2.35	10.40	2.21	9.30	8.09	5.35	750.0	SUNSWEEP	2.5		
48 P			s 2.23	9.32	8.11	s 5.40	751.0	DN WO TOWER WO	1.0		
118 P	2.42	10.46		9.37	8.15	5.45	754.1	DN POMONA YL PO	8.1		
122 P	2.48	10.52	2.31	9.42	8.18	5.50	758.6	SPADRA	4.5		
121 FW	2.58	11.02 <sup>256</sup>	2.37	9.50	8.23	5.57	766.0	D WALNUT WA	7.4		
P							772.1	DN HILLGROVE BG	6.1		
118 P	3.09	11.12	2.44	9.58	8.29	s 6.06	772.7	WHITTIER JCT. YL	0.6		
67 P	3.14	11.29AM <sup>4</sup>	2.46	10.00	8.31	s 6.15	774.5	DN PICO YL K	1.8		
			s 2.55	s 10.10	s 8.40	s 6.30	777.8	D MONTEBELLO MK	2.8		
YARD OPTWYZ	A 3.30PM	A 11.55AM					777.4	EAST LOS ANGELES YL *	0.1		
P				3.01	10.16	8.44	780.2	DN-R EAST YARD YL D	2.8		
I				3.05	10.20	8.47	781.8	DOONEY ROAD YL	1.1	Double Track	
I							788.0	NINTH ST. JCT. YL	1.7		
I				3.13	10.27	8.53	788.9	FIRST ST. YL	0.9		
I							784.0	PASADENA JCT. YL	0.1		
IP			A 3.20PM	A 10.40AM	A 9.00AM	A 7.00AM	784.7	A. T. & S. F. Csg. (Mission Tower)	0.7		
								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

Car capacity of sidings, etc. See Rule 6(A), Page 13	FIRST CLASS				SECOND CLASS		Mile-Post	Time-Table No. 4			
	4 Passenger	2 Passenger	104 Streamliner Passenger	38 Passenger	256 Time Freight	260 Time Freight		June 12, 1949		STATIONS	
								Daily	Daily	Daily	Daily
YARD OPTWY	A 3.15PM	A 4.11PM	A 8.45PM	A 12.25AM	A 8.00PM	A 4.55AM	168.2	DN-R YERMO YL BN	4.6		
IP							158.6	DN DAGGETT H	8.5		
							150.1	BARSTOW BA	82.8		
	s 2.53	s 3.52	8.27	s 12.01AM			67.8	SAN BERNARDINO B	2.8		
	s 12.50	s 1.50	s 6.38	s 9.55PM			64.5	COLTON	6.3		
IP							58.2	S. P. and A. T. & S. F. Crossings			
YARD P							57.5	RIVERSIDE JCT. YL	0.7	Double Track	
AI							55.2	DN-R RIVERSIDE YL VN	2.8		
124 P							58.8	P. E. CROSSING	1.4		
113 YP							58.0	STREETER	0.8		
122 YP							48.8	ARLINGTON	4.7		
122 P							45.6	BLY	2.7		
I							88.1	DN MIRA LOMA V	7.5		
120 FW							87.8	S. P. CROSSING	0.8		
SPUR P							85.5	DN ONTARIO YL RA	2.8		
68 IP							88.0	SUNSWEEP	2.5		
48 P							82.0	DN WO TOWER WO	1.0		
118 P							28.9	DN POMONA YL PO	8.1		
122 P							24.4	SPADRA	4.5		
121 FW							17.0	D WALNUT WA	7.4		
P							10.9	DN HILLGROVE BG	6.1		
118 P							10.8	WHITTIER JCT. YL	0.6		
67 P							8.5	DN PICO YL K	1.8		
							5.7	D MONTEBELLO MK	2.8		
YARD OPTWYZ							5.6	EAST LOS ANGELES YL *	0.1		
P							2.8	DN-R EAST YARD YL D	2.8		
I							1.7	DOONEY ROAD YL	1.1	Double Track	
I							0.0	NINTH ST. JCT. YL	1.7		
I								FIRST ST. YL	0.9		
I								PASADENA JCT. YL	0.1		
IP								A. T. & S. F. Csg. (Mission Tower)	0.7		
								DN-R LOS ANGELES UD	165.2	(Union Station)	

.....	(4.15)	(4.10)	(3.45)	(4.55)	(9.30)	(8.25)	Thru Time
.....	38.8	39.6	44.0	33.8	16.5	18.7	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 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			
Car Capacity of sidings, etc. See Rule 6(A) Page 13.	YARD COPTWYZ	305 Mixed			306 Mixed	STATIONS		Daily	STATIONS	Daily	Mile Post
		3.00AM	0.0								
				0.0	DN R SALT LAKE CITY YL SA		36.3	A 11.15PM			
	P			1.3	1.3 EIGHTH SOUTH ST. YL		37.6	10.55			
	IP			2.1	0.8 D. & R. G. W. CROSSING YL		38.4				
				3.4	1.8 D. & R. G. W. CROSSING YL		39.7				
47	P		f	7.3	3.9 DN MURRAY YL FN		43.6	f 10.40			
60	PW			7.9	0.6 PALLAS YL		44.2	10.35			
	P			9.6	1.7 ATWOOD YL		45.9				
	AI			11.4	1.8 D. & R. G. W. GAUNTLET		47.7				
	AI			12.3	0.9 D. & R. G. W. CROSSING		48.6				
102	P		f	12.6	0.3 SANDY		48.9	f 10.20			
48	PW		s	17.1	4.5 DRAPER A		782.9	s 10.10			
WS 73 ES 70	P		f	24.5	7.4 MOUNT		775.5	f 9.50			
73	PWY		f	29.0	4.5 CUTLER YL		771.0	f 9.30			
31	P		f	30.5	1.5 LEHI YL HI		769.5	f 9.20			
45	P		f	33.5	3.0 D AMERICAN FORK AF		766.5	f 9.00			
73	P		f	36.5	3.0 D PLEASANT GROVE GO		763.5	f 8.40			
73	P		f	42.0	5.5 D GENEVA G		758.0	f 8.20			
	AI			42.7	0.7 D. & R. G. W. CROSSING		757.3				
YARD COPTWYZ			s	47.3	4.6 DN-R PROVO YL VO		752.7	s 8.00			
25			f	52.0	4.7 SPRINGVILLE		748.0	f 6.25			
29	P		s	55.6	3.6 D SPANISH FORK SF		744.4	f 6.15			
52	P		f	58.4	2.8 BENJAMIN		741.6	f 6.00			
55	PW		s	63.2	4.8 D PAYSON CN		736.8	f 5.50			
52	P		f	69.3	6.1 SANTAQUIN		730.7	f 5.32			
60	P		f	72.0	2.7 YORK		728.0	f 5.25			
125	PW		f	78.0	6.0 STARR		722.0	f 5.10			
41	P		f	83.3	5.3 BURRISTON		716.7	f 4.55			
52	PY		s	89.2	5.9 DN NEPHI NI		710.8	s 4.40			
53	P		f	96.4	7.2 SHARP		703.6	f 4.10			
75	P		f	103.7	7.3 JUAB		696.3	f 3.50			
52	PW		f	110.7	7.0 MILLS		689.3	f 3.25			
60	P		f	118.9	8.2 PARLEY		681.1	f 2.55			
60	P		f	130.1	11.2 MACK		669.9	f 2.10			
YARD OPTWY			A	134.1	4.0 DN-R LYNNDYL YL NY		665.9	2.00PM			
					(134.1)			Daily			

(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.

FAIRFIELD BRANCH				PIOCHE BRANCH				FILLMORE BRANCH										
Westward				Eastward				Westward				Eastward						
SECOND CLASS				Mile Post	Time-Table No. 4 June 12, 1949		SECOND CLASS				Mile Post	Time-Table No. 4 June 12, 1949		SECOND CLASS				Mile Post
Car capacity of sidings, etc. See Rule 6(A) Page 13.	YARD OPTWY	403 Local Freight			404 Local Freight	STATIONS	Daily Except Sunday	STATIONS	Daily Except Sunday	STATIONS		Daily Except Sunday						
		6.30AM	0.0										1.45PM	0.0	12.30PM	26 Y D		
73 PW Y				0.0	R * CUTLER YL		0.0	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	4.9 OLINTON		4.9	7.20	PANACA		14.5	12.30PM	26 Y D	D	FILLMORE YL FI		32.2	
20				20.3	15.4 FAIRFIELD		20.3	8.45AM	PIOCHE YL RM		32.7	11.00AM						
16				23.6	3.3 5 MILE PASS		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.

CEDAR CITY BRANCH						IRON MOUNTAIN BRANCH						
Westward			Eastward			Westward			Eastward			
SECOND CLASS			FIRST CLASS			FIRST CLASS			SECOND CLASS			
Car capacity of sidings, etc. See Rule 6(A) Page 13.	417 Local Freight		301 Mixed		Time-Table No. 4 June 12, 1949		302 Mixed		418 Local Freight		Time-Table No. 4 June 12, 1949	
	Daily Except Sunday		Daily		STATIONS		Daily		Daily Except Sunday		STATIONS	
	2.00PM		4.00AM		DN-R LUND YL UN		0.0		A 11.00PM		A 12.05PM	
123 189 OPWY					9.4	9.4	10.40	11.20AM				
75 Yard PWYZ					11.6	11.6	10.40	11.20AM				
20 Yard PWYZ					4.2	4.2	10.15	10.50				
43 Loop OPW					7.3	7.3	10.05	10.20				
					32.5	32.5	9.45PM	10.00AM				
					(1.45) 18.2	(1.30) 21.6	(1.15) 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**

**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;  
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
18	2.8	D	WHITTIER YL WR	2.8
	6.9		PAC. ELEC. CROSSING	6.9
	9.7		LA HABRA HA	9.7
	10.5		PAC. ELEC. CROSSING	10.5
6	13.8		SUNNY HILLS	13.8
I	15.5		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
60	9.8	D	HENDERSON RB	9.8
	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		
		DN-R	EAST YARD YL D	
		DN	HOBERT YL J	
			A. T. and S. F. Crossing	
			L. A. JCT. RY. CROSSING YL	
			P. E. CROSSING YL	
			BELL YL	
			S. P. CROSSING	
			WORKMAN	
			P. E. CROSSING	
		D	PARAMOUNT YL HY	
			RIOCO YL	
			DOUGLAS JCT. YL	
			P. E. CROSSING	
		D	MANUEL MU	
			S. P. CROSSING	
			P. E. CROSSING	
		DN	MEAD TFR. YL WI	
			HENRY FORD BLV. DRAWBRIDGE YL	
			TERMINAL ISLAND YL	
			EAST SAN PEDRO YL	
		28.1		

**WESTWARD — MEAD LAKE BRANCH — EASTWARD**

Car capacity of sidings, etc. See Rule 6(A). Page 13	Distance from Moapa	Time-Table No. 4 June 12, 1949		Mile-Post
		STATIONS		
	0.0	DN-R	MOAPA MA	0.0
	5.1		NARROWS	5.1
9	10.2		LOGANDALE	10.2
11	14.8		OVERTON	14.8
	16.7		MEAD LAKE (Spur)	16.7
		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	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.
<b>Provo</b> City limits, between M.P. 754.8 and 751.0.	20	20	15	<b>Juab</b> Between M.P. 694.4 and 691.8.	40	30	25
<b>Payson</b> Between M.P. 733.5 and 732.9.	40	30	25	<b>Mills</b> Between M.P. 685.8 and 674.6.	40	30	20
<b>Nephi</b> City limits, between M.P. 711.8 and 710.0.	20	20	20	<b>Lynnndyl</b> 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	<b>Faust</b> 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	<b>Pehrson</b> 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.				<b>Boulter</b> 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	<b>Tintic</b> Between M.P. 693.4 and 692.8.	70	60	50
Between Buena Vista and North Yard, (Freight Line).	20	20	20	<b>McIntyre</b> Between M.P. 688.9 and 685.7	60	50	40
Between M.P. 779.6 and 779.2.	70	60	50	<b>Jericho</b> Between M.P. 684.5 and 682.5	60	50	40
<b>Buena Vista</b> Between M.P. 770.6 and 770.1.	70	60	50	Between M.P. 681.0 and 680.5	60	50	40
<b>Garfield</b> Between M.P. 767.5 and 767.2.	65	55	45	<b>Dyer</b> Between M.P. 679.2 and 678.9.	65	55	45
D. & R. G. W. Crossing M.P. 767.1.	65	55	45	<b>Lynnndyl</b> 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
<b>Lake Point</b> Between M.P. 763.3 and 762.8.	65	55	45	<b>Strong</b> 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
<b>Erda</b> Between M.P. 755.5 and 754.2.	60	50	40	<b>Milford</b> between M.P. 577.0 and 576.5.	20	20	20
<b>Stockton</b> Between M.P. 744.1 and 742.1	55	45	35				
SECOND SUBDIVISION							
<b>Milford</b> Between M.P. 577.0 and 576.5.	20	20	20	<b>Brown</b> Between M.P. 489.2 and 489.1.	50	40	30
<b>Modena</b> Between M.P. 502.4 and 502.0.	70	60	50	Between M.P. 488.7 and 486.8.	30	30	25
<b>Uvada</b> 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	<b>Acoma</b> Between M.P. 481.6 and 480.4.	30	25	20
<b>Maximum speed.</b> Between M.P. 497.3 and Caliente.	70	60	50	Between M.P. 480.0 and 479.8.	50	40	25
Between M.P. 497.3 and 495.0.	30	25	20	Between M.P. 479.4 and 479.1.	40	30	25
Between M.P. 494.4 and 494.1.	40	30	25	Between M.P. 477.2 and 469.1.	30	25	20
<b>Crestline</b> Between M.P. 492.1 and 491.9.	40	30	25	<b>Islen to Minto</b> Steam engines backing up.	12	12	12
Between M.P. 491.5 and 490.6.	50	40	30	<b>Minto</b> Between M.P. 468.3 and 468.1.	55	45	35
Between M.P. 489.9 and 489.7.	45	35	30	Between M.P. 466.9 and 466.0.	45	35	25

SECOND SUBDIVISION (Cont'd)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>Eccles</b> Between M.P. 463.9 and 461.7.	45	35	25	<b>Hoya</b> 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	<b>Rox</b> Between M.P. 397.3 and 396.2.	70	60	50
<b>Caliente</b> 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
<b>Etna</b> Between Etna and M.P. 425. Streamline trains must not exceed schedule time.		50		<b>Moapa</b> 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	<b>Ute</b> Between M.P. 369.4 and 369.1.	70	60	50
<b>Leith</b> 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	<b>Dry Lake</b> 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		<b>Garnet</b> 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	<b>Apex</b> Between M.P. 351.1 and 348.4.	40	40	30
Between M.P. 421.3 and 420.4	70	60	50	<b>Valley</b> Airport spur.		25	25
Between M.P. 420.0 and Farrier Streamline trains must not exceed schedule time.		50		<b>Wann</b> Between M.P. 335.3 and 334.2.	20	20	20
Between M.P. 419.6 and 419.1.	35	35	25	<b>Las Vegas</b>			
<b>Carp</b> Between M.P. 418.5 and 403.7.	35	35	25				
THIRD SUBDIVISION							
<b>Las Vegas</b> Between M.P. 334.2 and 333.1.	20	20	20	<b>Cima to Kelso</b> Streamline trains handled with automatic brake control and retaining valves in use.	45		
<b>Arden</b> Between M.P. 321.0 and 320.6.	65	55	45	<b>Hayden</b> Between Signals 2359 and 2352.	20	20	20
Between M.P. 319.7 and 318.5.	40	40	30	<b>Kelso</b> Between M.P. 231.2 and 230.9.	70	60	50
Between M.P. 317.1 and 315.0.	40	40	30	<b>Flynn</b> Between M.P. 223.9 and 223.5.	80	70	50
<b>Sloan</b> Between M.P. 315.0 and 314.6.	40	40	30	<b>Basin</b> 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	<b>Afton</b> Between M.P. 190.9 and 188.4	55	45	35
Between M.P. 309.8 and 309.3.	70	60	50	<b>Dunn</b> Between M.P. 187.0 and 186.2.	70	60	50
<b>Cima to Kelso</b> 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	<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20
<b>Cima to Kelso</b> , any train handling four or more tourist cars, except when handled with Diesel-electric locomotive with dynamic brake in operation.		30					
<b>Cima to Kelso</b> 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.
<b>Yermo</b> Between east and west switches of passenger siding, M.P. 163.5 and 162.7.	20	20	20	<b>WO Tower</b> Between M.P. 33.8 and 31.3.	30	30	25
Between M.P. 159.0 and 158.8.	15	15	15	<b>Pomona</b> Between M.P. 29.5 and 29.1.	70	60	50
<b>Riverside Jct.</b> Between M.P. 58.1 and 57.8.	20	20	20	<b>Spadra</b> Between M.P. 25.3 and 25.1.	70	60	50
Spring Switch M.P. 575	20	20	20	<b>Walnut</b> Between M.P. 23.8 and 23.6.	70	60	50
Between M.P. 56.0 and 55.4.	55	45	35	<b>Hillgrove</b> 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
<b>Streeter</b> Between M.P. 54.6 and 53.4.	60	50	40	<b>East Yard</b> Between M.P. 3.3 and 1.7.	25	25	20
<b>Arlington</b> 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
<b>Mira Loma</b> S. P. Crossing M.P. 38.1.	30	30	25	Between Pasadena Jct. and Los Angeles River Bridge.	15	15	15

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Fairfield Branch</b>		15	<b>Blue Diamond Spur</b> Arden to M.P. 8.		20
<b>Eureka Branch</b> Eureka, within city limits.		6	M.P. 8 to end of track.		12
<b>Fillmore Branch</b> 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.		30	<b>Crestmore Branch</b> Between Bly and Crestmore.		15
<b>Cedar City Branch</b> Cedar City Loop, over spring switch.	30	30	<b>Anaheim Branch</b> Between M.P. 2.0 and 2.5.		15
Cedar City, oil track No. 12, Commissary spur and freight house lead.	10	10	Between M.P. 12.0 and 13.0.		10
<b>Iron Mountain Branch</b>		15	<b>San Pedro Branch</b> Lead known as Consolidated Lumber Company track: On straight track. On curves.	30	30
<b>Pioche Branch</b> Between M.P. 0.0 and 17.0.		25	Vernon, city limits.	12	12
Between M.P. 17.0 and 22.0.		10	Henry Ford Ave. drawbridge.	15	15
Between M.P. 22.0 and 32.7.		25	<b>Pasadena Branch</b>	12	12
<b>Prince Branch</b>		15	<b>Glendale Branch</b>	12	12
<b>Mead Lake Branch</b> 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.		
<b>Boulder City Branch</b> Between M.P. 11.2 and 11.5.	30	30			
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
<b>First Subdivision</b>				<b>Silver City Branch</b>		1.94 Mi.	East
Small Arms Spur	779.9	64 P	West	Silver City	2.4		
Bauer	744.8	32 P	Both	<b>Mammoth Branch</b>		3.66 Mi.	East
Clover USG Connection	732.8	32 P	East	Mammoth Jct. to Mammoth Mine		0.42 Mi.	East
Oasis	644.4	3 P	Both	Mammoth Mine to Grand Central Mine	1.6	10	Both
Borden	620.9	3 P	West	<b>Cedar City Branch</b>			
Pumice	604.3	14 P	Both	Kaiser Siding	22.5	48	Both
<b>Second Subdivision</b>				Stock Yards	29.9	50 P	East
Laho	566.6	25 P	Both	<b>Mead Lake Branch</b>			
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	<b>Boulder City Branch</b>			
<b>Third Subdivision</b>				Magnesium	10.5	20	Both
Cinderline Spur	330.1	19 P	East	<b>Crestmore Branch</b>			
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
<b>Fourth Subdivision</b>				Crestmore	6.9	Yard	Both
Magnolia Ave.	55.2	13	East	<b>Anaheim Branch</b>			
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	<b>Glendale Branch</b>			
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
<b>Provo Subdivision</b>				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	<b>Pasadena Branch</b>			
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	<b>San Pedro Branch</b>			
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
UISCO Rock Spur	676.3	12	East	Hollydale Spur	10.4	18	West
Lemington	671.3	26 P	Both	Macco Corporation	11.5	15	West
<b>Fairfield Branch</b>				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
<b>Pioche Branch</b>				Richfield Oil Co.	13.8	36	East
Peck	6.0			Export Petroleum Spur	14.1	20	East
<b>Prince Branch</b>				Champion Gasoline Co.	14.4	19	West
Atlanta	2.6	13	Both	<b>North Long Beach Branch</b>			
Mendha	4.2	3	East	North Long Beach	16.2	13 P	Both
Casleton	6.5	22	East	Douglas Aircraft Spur & Wye	16.5		Both
Prince	8.6	4	Both	Montana Ranch Spur	16.9	6	East
<b>Fillmore Branch</b>				Richfield Oil Spur	17.1	47	West
Greenwood	21.7	10	East	City of Long Beach Water Dept.	17.1	8	East
<b>Eureka Branch</b>				Hancock Refinery Spur	17.2	26	East
Eureka	3.6	3.66 Mi.	East	Cherry Ave. Team Track	17.2	17	East