



**UNION PACIFIC RAILROAD COMPANY**

**South-Central District**



**Los Angeles Division**

**TIME-TABLE  
No. 17**

**Effective Sunday  
June 9, 1940**

**at 12:01 A.M., Mountain Time East of Caliente  
at 12:01 A.M., Pacific Time West of Caliente**



**FOR EMPLOYEES ONLY**

WESTWARD

CONDENSED TIME TABLE

EASTWARD

Table with columns for Second Class (259, 257, 5, 103, 717, 7, 21) and First Class (14, 104, 8, 818, 6, 264, 262). Includes Time Table No. 17, June 9, 1940, and stations from Salt Lake City to Los Angeles.

Note. No. 103 leaves Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. No. 104 leaves Los Angeles on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

MILEAGE: Main Line 924.8, Branches 294.2, Total 1219.0

W. H. GUILD General Manager

P. J. LYNCH Superintendent Transportation

E. C. MANSON, Assistant General Manager

- F. C. PAULSEN, General Superintendent . . Salt Lake City, Utah
H. H. LARSON, Superintendent . . . . . Los Angeles, Cal.
E. MARKSHEFFEL Terminal Superintendent. . . Los Angeles, Cal.
G. C. FISH, Trainmaster. . . . . Las Vegas, Nevada
W. J. MORRISON, Trainmaster. . . . . Salt Lake City, Utah

- First Subdivision and Branches
G. A. ZENTMYER, Chief Train Dispatcher
J. T. WARDENBURG
F. H. CRAWFORD
D. M. JONES
P. V. COX
H. W. STOKER

- Fourth, Fifth, Sixth and Provo Subdivisions and Branches
C. E. AYE, Chief Train Dispatcher
O. J. LANGSTON, Assistant Chief Train Dispatcher
J. C. HAYMOND, Assistant Chief Train Dispatcher

- Second and Third Subdivisions and Branches
T. W. FRENCH, Chief Train Dispatcher
F. S. HIRSCH, Assistant Chief Train Dispatcher
V. G. HAM
W. McCALL
A. L. GIFFORD
T. J. KELLY
W. A. FERGUSON

- L. E. HALBERT
L. G. CAMPBELL
W. H. POWERS
F. J. HOLDERMAN
L. W. FLAHERTY
L. E. STORRS
E. R. GUYE
E. C. BULLIS
C. C. LOBACK

WESTWARD

PROVO SUBDIVISION

EASTWARD

Table with columns for Second Class (93, 305) and Second Class (306, 94). Includes Time Table No. 17, June 9, 1940, and stations from Salt Lake City to Provo.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Time shown at Salt Lake City and Sandy is for information only. Trains are governed by South-Central District joint time-table and rules between Sandy and Salt Lake City, and by South-Central District—Idaho Division time-table and rules within yard limits, Salt Lake City.

WESTWARD

SIXTH SUBDIVISION

Table with columns for Second Class (259, 257, 5, 583, 103, 581, 579, 717, 7, 577, 21) and First Class (5, 583, 103, 581, 579, 717, 7, 577, 21). Includes Time Table No. 17 and Distance from Salt Lake City.

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586.

SIXTH SUBDIVISION

EASTWARD

Table with columns for Second Class (264, 262) and First Class (14, 578, 104, 580, 582, 584, 8, 818, 6, 586). Includes Time Table No. 17 and Distance from First Street Los Angeles.

Automatic Block Signals. Thru Time. Average Speed Per Hour.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 5 is superior to No. 586. No. 577 is superior to No. 578. No. 579 is superior to No. 580. No. 581 is superior to No. 582 and No. 584. No. 583 is superior to No. 586.

**WESTWARD**

**FIFTH SUBDIVISION**

Length of sidings in feet in the clear and location of water fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 17 June 9, 1940	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express			
	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily			
WFTYP	12.15PM	2.15AM	8.07PM	1.30PM	1.15PM	4.10AM	2.05AM	118.1	DN-R LYNN DYL NY	
3,507 P	12.25	2.30	8.12	1.38	1.22	4.17	2.11	123.7	CLINE 4.8	
4,743 P	12.33	2.51	8.16	1.45	1.27	4.22	2.16	128.5	STRONG 6.1	
2,448 WYP 4,679	12.42	3.05	8.22	f 1.53	f 1.34	s 4.32	2.23	134.6	DN DELTA AK	
3,628 P	12.50	3.15	8.26	1.59	1.40	s 4.38	2.31	139.6	OASIS 4.5	
4,596 P	12.57	3.23	8.29	2.05	1.45	4.43	2.36	144.1	VAN 4.4	
3,973 P	1.04	3.31	8.32	2.12	1.50	4.47	2.41	148.5	JEROME 4.5	
3,987 P	1.11	3.40	8.35	2.27	1.55	f 4.52	2.46	153.0	CLEAR LAKE 5.1	
4,553 P	1.20	3.50	8.38	2.33	2.00	4.57	2.51	158.1	NEELS 4.9	
4,563 P	1.28	4.00	8.41	2.40	2.17	5.02	2.56	163.0	BORDEN 6.4	
3,628 P	1.48	4.15	8.47	2.49	2.33	5.09	3.05	169.4	BLOOM 5.0	
4,538 P	2.05	4.25	8.51	2.55	2.39	5.14	3.11	174.4	CRUZ 5.0	
4,506 P	2.20	4.35	8.55	3.02	2.47	5.19	3.17	179.4	PUMICE 5.2	
4,582 WP	2.30	4.45	8.59	3.09	2.54	f 5.24	3.23	184.6	D BLACK ROCK KO	
4,492 P	2.40	4.55	9.03	3.16	3.00	5.29	3.29	189.3	MALONE 5.0	
3,600 P	2.50	5.05	9.07	3.23	3.07	5.34	3.34	194.3	READ 4.6	
4,544 P	2.57	5.15	9.10	3.30	3.14	5.39	3.39	198.9	ZENDA 4.1	
3,538 P	3.05	5.25	9.13	3.39	3.20	5.43	3.43	203.0	OPAL 4.2	
WFTYOP	A 3.20PM	A 5.40AM	A 9.17PM	A 3.50PM	A 3.30PM	A 5.50AM	A 3.50AM	207.2	DN-R MILFORD FD	

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 103 will run only on the following dates: Due to leave Lynndyl on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

No. 717 will stop at Cline, Oasis, Clear Lake, Borden, Bloom, Pumice, Black Rock and Read to pick up revenue passengers for San Bernardino and West.

No. 717 will stop at Black Rock to let off revenue passengers from Salt Lake City and East.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

**FIFTH SUBDIVISION**

**EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Automatic Block Signals	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
			14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	262 Time Freight	264 Time Freight
			14	104	8	818	6	262	264
WFTYP	DN-R LYNN DYL NY	665.9	A 3.08AM	A 8.22AM	A 2.51PM	A 3.05PM	A 3.29PM	A 9.15PM	A 12.30AM
3,507 P	CLINE 4.8	660.3	2.58	8.16	2.43	2.58	3.22	9.00	12.16
4,743 P	STRONG 6.1	655.5	2.51	8.12	2.38	2.53	3.17	8.40	12.08AM
2,448 WYP 4,679	DN DELTA AK	649.4	s 2.42	8.07	f 2.30	f 2.46	s 3.10	8.22	11.57PM
3,628 P	OASIS 4.5	644.4	f 2.31	8.02	2.22	2.40	3.03	8.00	11.43
4,596 P	VAN 4.4	639.9	2.21	7.59	2.17	2.35	2.58	7.50	11.33
3,973 P	JEROME 4.5	635.5	2.15	7.56	2.12	2.31	2.54	7.40	11.25
3,987 P	CLEAR LAKE 5.1	631.0	f 2.09	7.53	2.05	2.27	2.50	7.30	11.14
4,553 P	NEELS 4.9	625.9	2.02	7.50	2.00	2.22	2.45	7.15	11.03
4,563 P	BORDEN 6.4	621.0	1.56	7.46	1.55	2.17	2.40	7.05	10.55
3,628 P	BLOOM 5.0	614.6	1.48	7.40	1.48	2.10	2.33	6.50	10.41
4,538 P	CRUZ 5.0	609.6	1.42	7.36	1.43	2.05	2.25	6.40	10.31
4,506 P	PUMICE 5.2	604.6	1.37	7.32	1.38	2.00	2.20	6.30	10.21
4,582 WP	D BLACK ROCK KO	599.4	f 1.31	7.28	1.33	1.55	2.15	6.20	10.12
4,492 P	MALONE 5.0	594.7	1.25	7.24	1.28	1.50	2.10	6.10	10.02
3,600 P	READ 4.6	589.7	1.20	7.20	1.23	1.45	2.05	6.00	9.54
4,533 P	ZENDA 4.1	585.1	1.15	7.17	1.18	1.40	2.00	5.50	9.47
3,588 P	OPAL 4.2	581.0	1.11	7.14	1.14	1.36	1.56	5.40	9.40
WFTYOP	DN-R MILFORD FD	576.8	1.05AM	7.10AM	1.08PM	1.30PM	1.50PM	5.30PM	9.30PM
	89.1		Daily	★ See note below	Daily	Daily	Daily	Daily	Daily
	Thru Time		(2.03)	(1.12)	(1.43)	(1.35)	(1.39)	(3.45)	(3.00)
	Average speed per hour		43.5	74.1	51.9	59.3	54.0	23.8	29.7

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 104 will run only on the following dates: Due to leave Milford on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

No. 818 will stop at Black Rock and Oasis to let off revenue passengers from San Bernardino and West.

No. 818 will stop at Black Rock to pick up revenue passengers for Salt Lake City and East.

No. 14 will stop between Milford and Lynndyl to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

### WESTWARD FOURTH SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 17 June 9, 1940		Automatic Block Signals		
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express					STATIONS	
	Daily	Daily	*See note below	Daily	Daily	Daily	Daily						
WFTYOP	4.00PM	6.35AM	9.17PM	4.00PM	3.40PM	5.59AM	4.00AM	207.2	DN-R MILFORD FD				
5,103 P	4.12	7.04	9.22	4.07	3.48	6.06	4.06	212.3	5.1 UPTON				
4,987 P	4.20	7.12	9.26	4.13	3.55	6.11	4.11	217.4	5.1 LAHO				
4,948 WP	4.29	7.20	9.29	4.19	4.01	6.16	4.16	222.4	5.0 THERMO				
4,593 P	4.39	7.30	9.34	4.26	4.08	f 6.23	4.23	229.2	6.8 NADA				
5,105 P	4.47	7.38	9.37	4.31	4.13	6.28	4.28	233.5	4.3 LATIMER				
4,639 P	4.55	7.45	9.40	4.36	4.18	6.33	4.33	238.2	4.7 KERR				
4,160 WFYP	5.04	7.54	9.44	f 4.46	f 4.26	f 6.44	s 4.44	242.6	4.4 DN LUND UN				
3,624 P	5.12	8.02	9.48	4.53	4.33	6.51	4.51	247.6	5.0 FORD				
4,762 P	5.20	8.10	9.51	4.59	4.39	6.56	4.56	252.5	4.9 ZANE				
3,619 WP	5.28	8.18	9.55	5.04	4.44	7.01	5.01	257.3	4.8 BERYL				
3,608 P	5.36	8.26	9.59	5.10	4.50	7.07	5.07	262.9	5.6 YALE				
4,563 P	5.44	8.34	10.03	5.16	4.56	7.13	5.13	268.2	5.3 HEIST				
4,853 WFYP	5.57	8.45	10.08	5.25	5.05	f 7.23	f 5.20	274.2	6.0 DN MODENA NA				
3,575 P	6.05	8.53	10.11	5.30	5.10	7.29	5.24	278.1	3.9 TOMAS				
3,649 P	6.12	9.00	10.15	5.36	5.16	7.34	5.29	282.8	4.7 UVADA				
2,510 P	6.20	9.08	10.19	5.43	5.23	7.39	5.33	286.2	3.4 LIEN				
5,507 YP	6.29	9.17	10.27	5.52	5.32	7.47	5.41	290.3	4.1 DN CRESTLINE NE				
4,746 P	6.40	9.27	10.33	5.58	5.38	7.52	5.54	294.7	4.4 BROWN				
3,615 WP	6.51	9.38	10.40	6.06	5.46	7.58	6.00	299.4	4.7 ACOMA				
3,588 P	7.06	9.53	10.48	6.15	5.55	8.06	6.08	305.4	6.0 BARCLAY				
4,947 YP	7.16	10.01	10.54	6.21	6.01	8.13	6.14	308.7	3.3 D ISLEN SN				
4,454 P	7.40	10.26	11.08	6.38	6.18	8.29	6.30	315.6	6.9 MINTO				
4,836 P	7.50	10.53	11.14	6.45	6.25	8.35	6.36	319.7	4.1 ECCLES				
WFTYP	A 8.00PM	A 11.45AM	S 11.23PM	A 6.55PM	A 6.35PM	A 8.45AM	A 6.46AM	324.5	4.8 DN-R CALIENTE CS				
	(4.00) 29.3	(5.10) 22.7	(2.06) 56.0	(2.55) 40.2	(2.55) 40.2	(2.46) 42.4	(2.46) 42.4		Time.....				
									Average Speed Per Hour.....				

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 103 will run only on the following dates: Due to leave Milford on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

No. 717 will stop at Nada, Modena, Crestline and Islen to pick up revenue passengers for San Bernardino and West.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

### FOURTH SUBDIVISION EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 17 June 9, 1940		Automatic Block Signals		
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger					STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
WFTYOP	4.30PM	8.45PM	7.10AM	12.58PM	1.20PM	1.40PM	12.55AM	576.8	DN-R MILFORD FD				
5,103 P	4.12	8.25	7.04	12.50	1.13	1.34	12.47	571.7	5.1 UPTON				
4,987 P	3.28	8.15	7.01	12.45	1.08	1.29	12.42	566.6	5.1 LAHO				
4,948 WP	3.20	8.05	6.58	12.40	1.03	1.24	12.37	561.6	5.0 THERMO				
4,593 P	3.12	7.50	6.53	12.33	1.03	1.17	12.30	554.8	6.8 NADA				
5,105 P	3.05	7.40	6.50	12.28	1.03	1.12	12.25	550.5	4.3 LATIMER				
4,639 P	2.55	7.32	6.47	12.23	1.03	1.07	12.20	545.8	4.7 KERR				
4,160 WFYP	2.45	7.25	6.44	f 12.17	f 12.41	s 1.01	s 12.15	541.4	4.4 DN LUND UN				
3,624 P	2.30	7.15	6.39	12.07	1.03	1.03	12.04AM	536.4	5.0 FORD				
4,762 P	2.20	7.05	6.36	12.02PM	1.03	1.03	11.59PM	531.5	4.9 ZANE				
3,619 WP	2.10	6.56	6.32	11.57AM	1.03	1.03	11.54	526.7	4.8 BERYL				
3,608 P	1.59	6.47	6.28	11.51	1.03	1.03	11.48	521.1	5.6 YALE				
4,563 P	1.51	6.39	6.24	11.45	1.03	1.03	11.42	515.8	5.3 HEIST				
4,853 WFYP	1.42	6.30	6.19	11.38	1.03	f 12.26	f 11.36	509.8	6.0 DN MODENA NA				
3,575 P	1.32	6.20	6.16	11.32	1.03	12.01PM	11.29	505.9	3.9 TOMAS				
3,649 P	1.22	6.12	6.12	11.27	1.03	11.57AM	11.24	501.2	4.7 UVADA				
2,510 P	1.16	6.02	6.08	11.22	1.03	11.53	11.19	497.8	3.4 LIEN				
5,507 YP	1.05	5.52	6.00	11.14	1.03	11.45	12.05PM	493.7	4.1 DN CRESTLINE NE				
4,746 P	1.245	5.15	5.54	11.05	1.03	11.36	11.59AM	489.3	4.4 BROWN				
3,615 WP	1.230	5.06	5.47	10.58	1.03	11.29	11.51	484.6	4.7 ACOMA				
3,588 P	1.210PM	4.52	5.39	10.49	1.03	11.20	11.42	478.6	6.0 BARCLAY				
4,947 YP	1.155AM	4.42	5.33	10.43	1.03	11.15	11.35	475.3	3.3 D ISLEN SN				
4,454 P	1.130	4.20	5.19	10.26	1.03	10.59	11.19	468.4	6.9 MINTO				
4,836 P	1.112	4.10	5.13	10.18	1.03	10.53	11.12	464.3	4.1 ECCLES				
WFTYP	10.45AM	4.00PM	5.04AM	10.10AM	1.03	10.45AM	11.05AM	459.5	4.8 DN-R CALIENTE CS				
	(5.45) 20.4	(4.45) 24.7	(2.06) 56.0	(2.48) 41.9	(2.35) 45.4	(2.35) 45.4	(2.53) 40.6		Time.....				
									Average Speed Per Hour.....				

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.

\*Note. No. 104 will run only on the following dates: Due to leave Caliente on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

No. 818 stop at Modena and Beryl to let off revenue passengers from San Bernardino and West.

No. 14 will stop between Caliente and Milford to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

WESTWARD

THIRD SUBDIVISION

Table with columns for Second Class (257, 259), First Class (103, 717, 7, 21, 5), and Distance from Salt Lake City. Includes train numbers and times.

Time Table No. 17 June 9, 1940

STATIONS table listing stations from CALIENTE to LAS VEGAS with distances between them.

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class. \*Note. No. 103 will run only on the following dates: Due to leave Caliente on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains. No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne.

Summary table with columns for Thru Time and Average speed per hour for various train classes.

THIRD SUBDIVISION

EASTWARD

Table with columns for First Class (104, 8, 818, 6, 14), Second Class (262, 264), and Distance from First Street Los Angeles. Includes train numbers and times.

Time Table No. 17 June 9, 1940

STATIONS table listing stations from CALIENTE to LAS VEGAS with distances between them.

Eastward trains are superior to trains of the same class in the opposite direction — See Rule 72. Except that No. 103 is superior to eastward trains of the same class. \*Note. No. 104 will run only on the following dates: Due to leave Las Vegas on the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th and 28th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class and extra trains.

Summary table with columns for Thru Time and Average speed per hour for various train classes.

WESTWARD

SECOND SUBDIVISION

Table with columns for Second Class (259, 257) and First Class (717, 7, 21, 5, 103). Includes station names and times for westward travel.

Time Table No. 17, June 9, 1940. Includes notes about revenue passengers and train rules.

SECOND SUBDIVISION

EASTWARD

Table with columns for First Class (8, 818, 6, 14, 104) and Second Class (262, 264). Includes station names and times for eastward travel.

Time Table No. 17, June 9, 1940. Includes notes about revenue passengers and train rules.

No. 5 will stop at any station to let off revenue passengers from Kansas City proper, from points beyond Kansas City via Kansas City, from points between Kansas City and Denver, and between Denver and Cheyenne. No. 103 will stop at San Bernardino to let off passengers.

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 17	
	257	259	21	5	103	717	7		June 9, 1940	
	Time Freight	Time Freight	Passenger	Mall and Express	Streamliner Passenger	Challenger Passenger	Passenger		STATIONS	
WFTYP			3.45PM	1.00PM	4.03AM	2.52AM	2.30AM	620.8	Automatic Blk. Sig. Is	
IP			3.53PM	1.08PM	4.11AM	3.05AM	2.45AM	625.4	DN-R YERMO	BN
			s 4.15	s 1.25	4.22	s 3.25	s 3.10	634.2	DN DACGETT	H
			s 6.25	s 3.37	6.16	s 5.48	s 5.38	715.0	BARSTOW	BA
			f 6.35	3.44	6.23	f 5.56	5.46	718.5	SAN BERNARDINO	B
I			6.45PM	3.55PM	6.35AM	6.08AM	5.58AM	724.8	COLTON	
WP	6.15PM	3.30PM	s 6.52	s 4.02	6.37	s 6.16	s 6.06	725.5	S. P. and A. T. & S. F. Crossings	
I								727.8	RIVERSIDE JCT.	O. Track
2,232 P	6.25	3.45	6.57	4.08	6.42	6.24	6.14	729.2	MAGNOLIA AVE. (P. E. Csg.)	
3,158 P	6.33	3.55	7.01	4.12	6.46	6.31	6.21	733.2	STREETER	
									PEDLEY	
									BLY	
									MIRA LOMA	
									COLLINS	
									S. P. CROSSING	
									ONTARIO	RA
									S. P. CROSSING	
									SUNSWEEP	
									WO TOWER	WO
									POMONA (P. E. Csg.)	PO
									SPADRA	
									WALNUT	WA
									ROWLAND	
									HILLGROVE	BG
									CLAYTON	
									WHITTIER JCT.	
									PICO	K
									MONTEBELLO	MK
									EAST LOS ANGELES	
									TELEGRAPH ROAD	
									EAST YARD	D
									DOWNEY ROAD	
									SOTO ST. JCT.	
									NINTH ST. JCT.	
									FIRST ST.	
									ALISO ST. (P. E. CSG.)	
									PASADENA JCT.	
									A. T. & S. F. CSG.	
			A 8.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	784.7	LOS ANGELES	UD
									Union Station	

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class. \*Note. No. 103 will run only on the following dates: Due to leave Yeromo on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits. No. 7 will stop at Colton, Ontario, Pomona and Pico to let off revenue passengers from Salt Lake City and East. No. 717 will stop at Pico to let off revenue passengers from Salt Lake City and East. No. 21 will stop at any station in California to let off revenue passengers from Salt Lake City and East. Time shown between Daggett and Riverside Jct. 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.

FIRST SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 17	
	14	104	8	818	6	264	262		June 9, 1940	
	Passenger	Streamliner Passenger	Passenger	Challenger Passenger	Mall and Express	Time Freight	Time Freight		STATIONS	
WFTYP									Automatic Blk. Sig. Is	
IP									DN-R YERMO	BN
									DN DACGETT	H
									BARSTOW	BA
									SAN BERNARDINO	B
									COLTON	
									S. P. and A. T. & S. F. Crossing	
									RIVERSIDE JCT.	O. Track
									MAGNOLIA AVE. P. E. Crossing	
									STREETER	
									PEDLEY	
									BLY	
									MIRA LOMA	
									COLLINS	
									S. P. CROSSING	
									ONTARIO	RA
									S. P. CROSSING	
									SUNSWEEP	
									WO TOWER	WO
									POMONA (P. E. Csg.)	PO
									SPADRA	
									WALNUT	WA
									ROWLAND	
									HILLGROVE	BG
									CLAYTON	
									WHITTIER JCT.	
									PICO	K
									MONTEBELLO	MK
									EAST LOS ANGELES	
									TELEGRAPH ROAD	
									EAST YARD	D
									DOWNEY ROAD	
									SOTO ST. JCT.	
									NINTH ST. JCT.	
									FIRST ST.	
									ALISO ST. (P. E. CSG.)	
									PASADENA JCT.	
									A. T. & S. F. CSG.	
									LOS ANGELES	UD
									Union Station	

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class. \*Note. No. 104 will run only on the following dates: Due to leave Los Angeles on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and the last day of each month. The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains. Movement of trains and engines between Pasadena Jct. and Los Angeles Union Station is governed by interlocking signals. Rules and Regulations of Union Station govern movement of trains and engines in Terminal Limits. Time shown between Daggett and Riverside Jct. 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.

No. 8 will stop at Pico, Ontario and Colton to pick up revenue passengers for Salt Lake City and points East. No. 818 will stop at Pico to pick up revenue passengers for Salt Lake City and points East.



Westward—EUREKA BRANCH—Eastward					Westward—SILVER CITY BRANCH—Eastward					West'd—MAMMOTH BRANCH—East'd				
Time Table No. 17 June 9, 1940					Time Table No. 17 June 9, 1940					Time Table No. 17 June 9, 1940				
STATIONS					STATIONS					STATIONS				
WYOP	0.0	DN	TINTIC	U	3.6	WYOP	0.0	DN	TINTIC	U	2.4	0.0	MAMMOTH JCT.	1.6
	0.8		TINTIO WYE		2.8		0.8		TINTIO WYE		1.6	0.8	U. P. & D. & R. G. W. CROSSING	0.8
	1.6		MAMMOTH JCT.		2.0		2.4		SILVER CITY		0.0	1.6	MAMMOTH	0.0
295	3.6	D	EUREKA	RK	0.0						2.4			1.6

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

Trains running between Union Pacific crossing and Mammoth will be governed by Union Pacific and D. & R. G. W. joint time-table.

All trains and engines moving between Union Pacific crossing and Mammoth will operate in compliance with Rule 93.

Switching must not be done or cars left standing on main track without engine attached.

D. & R. G. W. Rule 93 reads as follows:

Yard limits will be indicated by yard limit signs. Within yard limits the main tracks may be used, clearing first class trains as prescribed by the rules. Second and inferior class trains, extra trains, yard engines and light engines, must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests with the approaching train or engine.

West'd—IRON MOUNTAIN BRANCH—East'd					Westward—BOULDER CITY BRANCH—Eastward							
Time Table No. 17 June 9, 1940					Time Table No. 17 June 9, 1940							
STATIONS					STATIONS							
WYOP	0.0		IRON SPRINGS	14.7	YP	5.50AM	0.0	R	BOULDER JCT.	22.4	A	9.20AM
	3.9		DESERT MOUND	10.8	P	6.10	9.8		ROYSON	12.6		9.00
2,089	Y	13.8	WYE	1.4	WFPY	6.40AM	22.4	D-R	BOULDER CITY	BC	0.0	8.30AM
1,445		14.7	IRON MOUNTAIN	0.0								Daily Except Sunday
				14.7								Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 419 is superior to No. 420.

Westward—FAIRFIELD BRANCH—Eastward								
Time Table No. 17 June 9, 1940								
STATIONS								
3,603	WFPY	10.00AM	0.0	R	CUTLER	23.6	A	1.40PM
			1.9		S. L. & U. CROSSING	21.7		
			2.6		ROBERTS (Spur)	21.0		
		10.15	4.9		OLINTON	18.7	1.25	
453			12.7		DAHL (Spur)	10.9		
			15.2		CEDAR FORT	8.4		
450			17.4		FLOYD (Spur)	6.2		
1,160		11.40	20.8		FAIRFIELD	3.3	12.37	
845	A	11.55AM	23.6		5 MILE PASS	0.0	12.25PM	
						23.6	Thursday Only	

(1.55) ..... Time ..... (1.15)  
12.2 ..... Average Speed per hour ..... 18.9

Westward—PIOCHE BRANCH—Eastward									
Time Table No. 17 June 9, 1940									
STATIONS									
WYOP	7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A	2.00PM	
				PECK		26.7			
109			11.9	COMET (Spur)		20.8			
1,492	S	8.43	14.5	PANAOA		18.2	S	12.47	
	W		20.4	WATER TANK		12.3			
1,051	S	9.18	21.4	DELMUES		11.3	S	12.12PM	
737	WY	A	10.15AM	32.7	D	PIOCHE	RM	0.0	11.15AM
						32.7		Daily Except Sunday	

(2.45) ..... Time ..... (2.45)  
11.9 ..... Average Speed per hour ..... 11.9

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTION—No. 403 is superior to No. 404.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTIONS—No. 415 is superior to No. 416.

Westward—FRISCO BRANCH—Eastward					
Time Table No. 17 June 9, 1940					
STATIONS					
WFTYOP	0.0	DN-R	MILFORD	FD	16.0
	2.0		MOSCOW		14.9
	6.2		HICKORY		10.7
621	9.9		SOLUS		7.0
388	16.9		FRISCO		0.0
					16.9

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

Westward—FILLMORE BRANCH—Eastward					
Time Table No. 17 June 9, 1940					
STATIONS					
WYP	0.0	DN	DELTA	AK	32.2
911	8.7		HARDING		23.5
931	15.5		McCORNICK		16.7
1,689	21.7		GREENWOOD		10.5
468	24.8		EDWARDS (Spur)		7.4
473	27.3		FLANDRO (Spur)		4.9
1,492	WY	D	FILLMORE	FI	0.0
					32.2

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

Westward—ST. THOMAS BRANCH—Eastward									
Time Table No. 17 June 9, 1940									
STATIONS									
7,796	WY	10.15AM	0.0	DN-R	MOAPA	MA	16.7	A	9.40AM
642		10.40	5.1		NARROWS		11.6	A	9.25
230		10.55	8.8		PUEBLO		7.9	A	9.10
534		11.05	10.2		LOGANDALE		6.5	A	8.55
258		11.15	12.8		TOKIO		3.9	A	8.40
612		11.30	14.8		OVERTON		1.9	A	8.30
	Y	A	11.55AM	16.7	MEAD LAKE (Spur)		0.0	A	8.00AM
								Daily Except Sunday	

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

Westward—CEDAR CITY BRANCH—Eastward										
Time Table No. 17 June 9, 1940										
STATIONS										
WYOP	7.30AM	0.0	DN-R	LUND	UN	32.5	A	11.45PM	A	7.00AM
1,721	P	7.55		AVON		23.1		11.20		6.30
3,979	WYOP	8.20		IRON SPRINGS		11.5		10.55		6.05
1,227	P	8.45		HALIVAH		7.3		10.45		5.20
	P			STOCK YARDS (Spur)		2.6				
1,440	LoopWP	A	9.30AM	32.5	DN-R	CEDAR CITY	CD	0.0	10.30PM	5.00AM
								Daily	Daily Except Sunday	

(2.00) ..... Thru Time ..... (1.15)  
16.2 ..... Average speed per hour ..... 26.0

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

Westward—SAN PEDRO BRANCH—Eastward			
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, scales and tele-phones.		Distance from Downey Road	
	Distance from Downey Road	STATIONS	Distance from E. San Pedro
	0.0	<b>DOWNEY ROAD</b>	23.1
I-Tfr	0.3	DN <b>HOBART</b> J	22.8
	0.5	<b>A. T. and S. F. Crossing</b>	
I	0.8	<b>L. A. JCT. RY. CROSSING</b>	22.3
3.033	1.4	<b>FRUITLAND</b>	21.7
	2.3	<b>P. E. CROSSING</b>	20.8
827	2.5	D <b>BELL</b> BL	20.6
	4.6	<b>SOUTH GATE (S. P. Csg.)</b>	18.5
717	6.6	<b>WORKMAN</b>	16.5
267	7.2	<b>RANCHO LOS AMIGOS</b>	15.9
	8.4	<b>P. E. CROSSING</b>	14.7
3.023	9.0	<b>OLEARWATER</b>	14.1
	9.7	D <b>HYNES</b> HY	13.4
3.709	11.5	<b>RIOCO</b>	11.6
	14.6	<b>COOTA</b>	8.5
	16.3	<b>MANUEL</b>	6.8
	18.9	<b>THENARD</b>	4.2
	19.5	<b>WILMINGTON</b>	3.6
	20.4	<b>BADGER AVE. DRAWBRIDGE</b>	2.7
WTYP	21.4	<b>TERMINAL ISLD.</b>	0.7
P	23.1	D <b>EAST SAN PEDRO</b> SR	0.0
	23.1		

Westward—RIALTO BRANCH—Eastward			
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, scales and tele-phones.		Distance from Riverside Jct.	
	Distance from Riverside Jct.	STATIONS	Distance from End of Track
	0.0	<b>RIVERSIDE JCT.</b>	9.3
	0.3	<b>S. P. INTERCHANGE</b>	9.0
122	0.8	<b>HANCOCK</b>	8.5
	1.0	<b>FAIRMONT PARK</b>	8.3
926	1.3	Spur <b>ALAMO</b>	8.0
	1.5	<b>EL RIO</b>	7.8
174	2.2	<b>ALVARADO</b>	7.1
	2.9	<b>RANURA</b>	6.4
	3.3	<b>R. P. CEMENT CO. R. R. CROSSING</b>	6.0
WFP	3.5	<b>ORESTMORE</b>	5.8
333	6.3	Spur <b>BLOOMINGTON</b>	3.0
	8.5	<b>POOLE</b>	0.8
1.361	9.0	<b>RIALTO</b>	0.3
	9.3	<b>END OF TRACK</b>	0.0
	9.3		

Westward—ANAHEIM BRANCH—Eastward			
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, scales and tele-phones.		Distance from Whittier Jct.	
	Distance from Whittier Jct.	STATIONS	Distance from Anaheim
	0.0	<b>WHITTIER JCT.</b>	20.0
1,087	2.3	D <b>WHITTIER</b> WR	17.7
996	9.7	D <b>LA HABRA</b> HA	10.3
	10.5	<b>PAO. ELEC. CROSSING</b>	9.5
1,228	12.1	<b>VIEJO</b>	7.9
473	13.8	<b>SUNNY HILLS</b>	6.2
	15.5	<b>A. T. &amp; S. F. CROSSING</b>	4.5
716	17.3	D <b>FULLERTON</b> RN	2.7
2,304	20.0	D <b>ANAHEIM</b> MN	0.0
	20.0		

Westward—PASADENA BRANCH—Eastward			
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, scales and tele-phones.		Distance from Pasadena Jct.	
	Distance from Pasadena Jct.	STATIONS	Distance from Pasadena
	0.0	<b>PASADENA JCT.</b>	8.9
	0.1	<b>ALHAMBRA AVE.</b>	8.8
	0.4	<b>GLENDALE JCT.</b>	8.4
	1.8	<b>AVENUE 33</b>	7.1
	4.5	<b>HIGHLAND PARK</b>	4.4
386	7.5	Spur <b>RAYMOND</b>	1.4
	8.1	<b>CALIFORNIA AVE.</b>	0.8
1,063	8.9	D <b>PASADENA</b> AD	0.0
	8.9		

Westward—GLENDALE BRANCH—Eastward			
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, scales and tele-phones.		Distance from Glendale Jct.	
	Distance from Glendale Jct.	STATIONS	Distance from Glendale
	0.0	<b>GLENDALE JCT.</b>	6.4
	0.6	<b>AVENUE 18</b>	5.8
	1.2	<b>DAYTON AVE. TWR.</b>	5.2
	3.2	<b>ARROYO JCT.</b>	3.2
	3.5	<b>DELAY DRIVE</b>	2.9
	3.9	<b>FLETCHER DRIVE</b>	2.5
97	4.4	<b>FOREST LAWN</b>	2.0
313	6.4	<b>GLENDALE</b>	0.0
	6.4		

Stations between Avenue 18 and Arroyo Jct. for information only. 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.

2 (R). Time Inspectors are located as shown below:

THE BALL RAILROAD TIME SERVICE.....CHICAGO	R. V. Owens, General Supervisor of Time Service.....Omaha
Salt Lake City.....Hubbard-Denn Company	Salt Lake City.....H. B. Miller Co., 460 W. 2d South St.
Lehi.....E. N. Webb	Provo.....W. E. Mitchell, 34 West Center St.
Eureka.....John Morley & Son	Cedar City.....W. F. Mullet
Milford.....Corner Drug Store	Las Vegas.....M. J. Christensen
Victorville.....C. O. Moore	San Bernardino.....Arthur's Jewelry Store
Riverside.....H. C. Shultz, 3701 Main St.	San Pedro.....A. J. Bryngelson, 261 W. 6th St.
Long Beach.....Boyson Jewelry Co., 215 Pine Ave.	Pasadena.....Arnold's Jewelry Co., 345 E. Colorado St.
Huntington Park.....James Podmore, 6612 Pacific Blvd.	Los Angeles.....Roy Blake, 1238 E. 7th St.
Los Angeles.....J. McAuliffe, 1972 E. First St.	Los Angeles.....G. D. Davidson, 445 So. Spring St.
Los Angeles.....Geo. T. Johnson, 138 W. 7th St.	Los Angeles.....H. S. Downs, 4636 Whittier Blvd.
Los Angeles.....G. D. Davidson, Union Station	Alhambra.....H. E. Wellman, 28 East Main

3 (R). Standard clocks are located as shown below:

North Yard.....Telegraph Office	North Yard.....Enginemen's Register Room
Salt Lake City.....Union Depot Telegraph Office	Salt Lake City.....Dispatcher's Office
Cedar City.....Telegraph Office	Provo.....Joint Yard Telegraph Office
Provo.....Local Freight Office	Tintic.....Telegraph Office
Lynnndyl.....Telegraph Office	Milford.....M. J. Christensen
Milford.....Enginemen's Locker Room	Lund.....Telegraph Office
Caliente.....Depot Register Room	Caliente.....Enginemen's Register Room
Las Vegas.....Round House	Las Vegas.....Enginemen's Locker Room
Las Vegas.....Telegraph Office	Kelso.....Telegraph Office
Yermo.....Telegraph Office	East Yard.....Round House
East Yard.....Telegraph Office	East Yard.....Dispatcher's Office
Los Angeles.....Union Station Telegraph Office	Los Angeles.....Union Station Enginemen's Locker Room

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon...	Omaha, Neb. ...		H. B. Slavin.....	Surgeon .....	Las Vegas, Nev...	Roach to Dry Lake.
Douglas L. Gamette .....	District Surgeon ..	Los Angeles, Cal.	All.	William C. Harper..	Surgeon .....	Caliente, Nev....	Moapa to Nepac.
Don B. Gibboney...	Surgeon .....	Los Angeles, Cal.	All.	John F. Hill.....	Surgeon .....	Cedar City, Utah.	Crestline to Moapa.
Carl E. Nemethi....	Surgeon .....	Los Angeles, Cal.	All.	J. W. Bergstrom...	Surgeon .....	Milford, Utah ..	Cedar City to Avon.
William R. Gibson...	Surgeon .....	Los Angeles, Cal.	All.	R. R. Shannon.....	Surgeon .....	Delta, Utah .....	Crestline to Clear Lake.
Hugh Brown .....	Surgeon .....	Los Angeles, Cal.	All.	W. H. Wright.....	Surgeon .....	Eureka, Utah ...	Black Rock to Lynnndyl.
R. A. Woodhull...	Eye, Ear, Nose and Throat ...	Los Angeles, Cal.	All.	Steele Bailey, Jr...	Surgeon .....	Eureka, Utah ...	Boulder to Adams and Tintie District.
Chester Dixon ...	Surgeon .....	Santa Monica, Cal.	Santa Monica to Los Angeles.	J. H. Peck.....	Surgeon .....	Tooele, Utah ...	Warner to Lake Point.
B. E. Grant.....	Surgeon .....	Glendale and Hollywood, Cal.	Glendale and Hollywood to Los Angeles.	F. H. Beckstead....	Surgeon .....	Nephi, Utah .....	Santaquin to Lynnndyl.
W. W. Woods....	Surgeon .....	Monterey Park, Cal.	Monterey Park to Alhambra	T. W. Allred.....	Surgeon .....	Nephi, Utah .....	Santaquin to Lynnndyl.
J. S. Hibben.....	Surgeon .....	Pasadena, Cal. ...	Pasadena to Los Angeles.	L. D. Stewart.....	Surgeon .....	Payson, Utah ...	Spanish Fork to Sandy.
C. C. Snyder.....	Surgeon .....	Pasadena, Cal. ...	Pasadena to Los Angeles.	F. W. Taylor.....	Surgeon .....	Provo, Utah ....	Spanish Fork to Vineyard.
Russell Johnson ...	Surgeon .....	Compton, Cal. ...	Hynes to Walnut Park.	B. C. Linebaugh...	Surgeon .....	Pleasant Grove, Utah .....	Draper to Vineyard.
Ralph B. Eusden..	Surgeon .....	Long Beach, Cal.	West Long Beach to Hynes.	Kenneth E. Noyes.	Surgeon .....	American Fork, Utah .....	American Fork to 5 Mile Pass.
Woodley Stellar ..	Surgeon .....	Wilmington, Cal..	San Pedro to West Long Beach.	W. L. Smith.....	Eye, Ear, Nose and Throat ...	Salt Lake City, Utah .....	All.
R. R. Kerchner....	Surgeon .....	Montebello, Cal..	Montebello to Los Angeles.	F. R. Slopansky...	Eye, Ear, Nose and Throat ...	Salt Lake City, Utah .....	All.
R. V. Graves.....	Surgeon .....	Fullerton, Cal. ...	Fullerton to Anaheim.	F. J. Winget.....	Surgeon .....	Salt Lake City, Utah .....	All.
Roger S. Palmer...	Surgeon .....	Pomona, Cal. ...	Rowland to Ontario.	W. M. Clinger ....	Surgeon .....	Salt Lake City, Utah .....	All.
D. E. Hayhurst....	Surgeon .....	Ontario, Cal. ...	Riverside to Pomona.	Rees H. Anderson.	Surgeon .....	Salt Lake City, Utah .....	All.
W. W. Roblee.....	Surgeon .....	Riverside, Cal. ...	Colton to Ontario.	Spencer Wright ...	Surgeon .....	Salt Lake City, Utah .....	All.
F. E. Clough.....	Surgeon .....	San Bernardino, Cal. ....	Colton to Hesperia.				
P. W. Lawler.....	Surgeon .....	Victorville, Cal..	Hesperia to Barstow.				
J. E. Ballachey....	Surgeon .....	Yermo, Cal. ....	Barstow to Calada.				

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	TIME PER MILE	MILES PER HOUR
30"	120.	33"	94.7	36"	78.3	39"	66.6	42"	58.	45"	51.4	48"	36.
31"	116.1	34"	92.3	37"	76.6	40"	65.4	43"	57.1	46"	50.7	49"	34.3
32"	112.5	35"	90.	38"	75.	41"	64.3	44"	56.2	47"	50.	50"	32.7
33"	109.1	36"	87.8	39"	73.5	42"	63.1	45"	55.3	48"	48.	52"	31.3
34"	105.9	37"	85.7	40"	72.	43"	62.	46"	54.5	49"	45.	54"	30.
35"	102.9	38"	83.7	41"	70.6	44"	61.	47"	53.7	50"	43.3	56"	28.6
36"	100.	39"	81.8	42"	69.2	45"	60.	48"	52.9	51"	40.	58"	27.
37"	97.3	40"	80.	43"	67.9	46"	59.	49"	52.1	52"	37.9	60"	25.8

SEE SPECIAL RULES FOR STATIONS AND SPURS NOT SHOWN IN THIS TIME-TABLE

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