San Pedro, Los Angeles & Salt Lake

RAILROAD COMPANY

TIME TABLE

TO TAKE EFFECT WEDNESDAY, OCTOBER 8th, 1913

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

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

THIS SUPERSEDES TIME TABLE NO. 43, DATED APRIL 5, 1913, AND ANY SUPPLEMENTS THERETO

CLG

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

Los Angeles Printing Co., 208 W. First St., Los Angeles.

SPECIAL RULES

1—NORTH AND EAST BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE RULE 81.

2—No train may leave the following stations without clearance during assigned telegraph hours:

Los Angeles	Las Vegas	Salt Lake City
Riverside Junction	Caliente	Lehi Junction (branch trains only)
Daggett	Milford	Nephi (62 only)
Otis	Lynndyl	Pioche
Kelso	Tintic (52 only)	Newhouse
East San Pedro	Garfield (Bingham trains only)	Mammoth
Pasadena	Sandy	

3—All trains will register in books proveded for that purpose at the following stations:

Los Angeles	Las Vegas	Salt Lake City
Riverside Junction	Caliente	Pioche
Daggett	Milford	Newhouse
Otis	Lynndyl	Nephi (61 and 62 only)
Kelso	Tintic (51-52-71 and 76 only)	Lehi Junction (branch trains only)
Cima	Tooele (55 and 56 only)	Sandy
East San Pedro	Smelter Wye (53-54-57 and 58 only)	Topliff
Pasadena	†Garfield	Mammoth
Verdugo Park	†Buena Vista	

†Note—Trains 2-7-8-19 and 20 will register at Buena Vista and Garfield by form 2233, or 7-12.
†Note—Train 1 will register at Garfield by form 2233 or 7-12.
Trains 109, 110, 111 and 112 will register at Garfield by telephone.

4—Clocks in Dispatchers' offices at Los Angeles and Salt Lake City, and telegraph offices at Otis, Kelso, Las Vegas, Caliente, Milford and Lynndyl, show STANDARD TIME.

5—The following stations have yard limit signs (see Rule 98a): Los Angeles, East San Pedro, East Yard, Riverside, Otis (Yard Limits have been extended to West Switch at Daggett), Kelso, Las Vegas, Caliente, Milford, Lynndyl, Tintic, Boulter, Lake Point, Garfield, Salt Lake City, Lehi Junction, Nephi and Provo.

6—Referring to Rule 221 of Rules and Regulations, Enginemen in approaching a telegraph station, after passing the whistling post and whistling for station, and can see the signal, will sound four short blasts of the whistle (14-1) for "proceed" signal, and will acknowledge receipt of same by two short blasts of the whistle (14-G) and proceed, unless required to stop for other purposes. If signal "proceed" is not received, train must come to a stop and not proceed without a Clearance Card. If signal is at "proceed" when Engineman comes in sight of it, he will not whistle for "proceed," but will stop and get clearance. Operators in changing position of train order signal from "stop" to "proceed," should do so only when movement can be seen by Engineman. If Engineman fails to see movement of train order signal, he must stop and not proceed until after receiving a Clearance Card, and he must always instantly acknowledge the change in signal to "proceed" by two short blasts of the whistle (14-G).

Trainmen and Enginemen will be governed by the position of the train order signal at telegraph stations during all hours of the day and night. When any station train order signal is fastened at "proceed" position in both directions by day, and, in addition, the light shows "proceed" by night, it indicates that no operator is on duty, and the Trainmen and Enginemen will be governed accordingly.

When rear of train has passed train order signal 300 feet, same must be changed to "stop."

7—The following is an addition to rule 14 of the Rules and Regulations: (n) oo oo oo Air Brake Sticking.

8—The following characters not provided for in the Book of Rules and used in the Time Table, signify:

C—Fuel Station	W—Water Station
O—Track Scales	Y—Wye
T—Turn Table	

9—Extras may pass and run ahead of Second Class Trains without Special Instructions;

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

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

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

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

14—No passengers will be carried on freight trains, except persons in charge of live stock, employees with annual or time passes, or employees with trip passes so endorsed by person issuing them.

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

16—Automatic signal between Los Angeles and east yard, 1050 feet south of 7th street and 1200 feet north of north switch east yard, top blade controls movement of trains on first subdivision; lower blade controls movement of trains on San Pedro subdivision. Automatic signals are located at Glendale Junction, governing southbound trains; and at a point 500 feet north of Downey Avenue, governing northbound trains. Enginemen must closely observe these signals up to the moment of passing them; and no train must in any case pass a signal when it shows danger, without being fully protected. Irregular and switching trains must be clear of the track circuit controlling these signals before any regular train is due to enter the block.

17—Switch at Glendale Junction must be left set for Pasadena Subdivision.

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

19—Passenger trains and light engines must consume not less than two (2) minutes for each mile run, and freight trains must consume three (3) minutes for each mile run, Cima to Kelso.

20—Headlights of engines and marker lights of trains must be kept burning while passing through tunnels.

21—Retaining valves must be used on ALL trains, Cima to Kelso, Frisco to Milford, Frisco to Newhouse, Eureka to Tintic, Mammoth to Mammoth Junction, and Silver City to Tintic; and on all freight trains, Islen to Minto and Boulter to Rush Valley. On other grades Conductors will see that as many retaining valves are used as are necessary to control their trains.

22—Conductors of all westbound trains will make rigid inspection of their trains and brakes at Cima; flagman will apply air by opening angle cock on rear car. Engineer will acknowledge it by two short blasts of the whistle and release of brakes. Westbound freight trains will stop at Crestline for inspection and will stop ten minutes at Chase, Ames, and Kelso for inspection and cooling of wheels.

23—While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits: Sandy, ten (10) miles per hour; Lehi, American Fork, Pleasant Grove, Payson, eight (8) miles per hour; Eureka, six (6) miles per hour; Long Beach, twelve (12) miles per hour; between 6th and Main streets. Pomona, Ontario and Colton fifteen (15) miles per hour; Los Angeles, eight (8) miles per hour, between 7th street and North Broadway.

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

25—Joint Time Table of the San Pedro, Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railroad will govern between Denver & Rio Grande crossing and Mammoth.

26—At Western Pacific crossing about one-quarter mile west of Jordan River on Sixth Subdivision (old line), trains of the San Pedro, Los Angeles & Salt Lake Railroad are superior to trains of the same class of Western Pacific Railroad. SEE RULE 98-B.

27—At Denver & Rio Grande Railroad crossing 4.5 miles east of Provo, trains of the San Pedro, Los Angeles & Salt Lake Railroad are superior to trains of the same class of the Denver & Rio Grande Railroad, but must stop, as provided for by rule 98-B.

28—At Denver & Rio Grande Railroad crossing between Mammoth Junction and Mammoth on the Tintic Subdivision, trains of the Denver & Rio Grande Railroad are superior to trains of the same class of the San Pedro, Los Angeles & Salt Lake Railroad. SEE RULE 98-B.

LOS ANGELES DIVISION:

T. P. CULLEN,
Superintendent.

J. F. TOOMEY,
Train Master.

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

G. M. ARCHIBALD,
Train Master.
Las Vegas, Nev.

SALT LAKE DIVISION:

H. E. VAN HOUSEN,
Superintendent.

W. H. SMITH,
Assistant Superintendent.

J. B. SNYDER,
Chief Dispatcher.

Salt Lake City, Utah

H. C. NUTT, General Manager.

PASADENA AND GLENDALE SUBDIVISIONS

LOS ANGELES DIVISION

Time Table No. 44
October 8, 1913.

Fuel, Water, Turntable, Wye, Track Scales	NORTHWARD FIRST CLASS 44 Passenger LEAVE DAILY	42 Mixed LEAVE DAILY	40 Passenger LEAVE DAILY	48 Mixed LEAVE Daily Except Sunday	Ruling Grade Ascending	Distance from Los Angeles	STATIONS	Ruling Grade Ascending	SOUTHWARD FIRST CLASS 49 Mixed ARRIVE Daily Except Sunday	41 Passenger ARRIVE DAILY	43 Passenger ARRIVE DAILY	45 Mixed ARRIVE DAILY	Car Capacity of Sidings
F W T C	4:45PM	9:10AM	7:05AM	1:30PM		.0	G LOS ANGELES DG		2:55PM	8:35AM	12:30PM	7:30PM	YARD
					53		1.6	0					
W	4:53	9:20	7:13	s 1:37		1.6	DOWNEY AVENUE		s 2:49	8:29	12:24	7:23	TPR 16
					87		1.1	0					
	4:57	9:26	7:17	s 1:40PM		2.7	GLENDALE JUNCT.		s 2:45PM	8:23	12:20	7:20	
					63		1.5	0					
	5:00	9:30	7:21			4.2	SYCAMORE GROVE			8:19	12:16	7:10	SPUR 15
					125		1.2	0					
	5:04	9:38	7:25			5.4	A. T. AND S. F. CROSSING			8:15	12:10	7:03	
					125		0.6	0					
	5:06	9:41	7:27			6.0	GARVANZA			8:13	12:08	7:00	SPUR 3
					26		0.3	48					
	5:08	9:43	7:29			6.3	OSTRICH FARM			8:11	12:06	6:56	
					125		1.3	41					
	5:11	9:46	7:32			7.6	SOUTH PASADENA			8:08	12:03	6:53	
					125		0.8	0					
	f 5:14	f 9:50	f 7:35			8.4	RAYMOND			f 8:05	f 12:01PM	f 6:50	TPR 8
					99		0.7	2					
	5:18	9:53	7:37			9.1	CALIFORNIA ST.			8:03	11:58AM	6:48	
					130		0.8	0					
W T	5:20PM	9:55AM	7:40AM			9.9	D PASADENA AD			8:00AM	11:55AM	6:45PM	25
					117		1.7	65					
						11.6	PINTORESCA						
					117		0.5	0					
						12.1	PAINTERS						
					130		0.7	0					
						12.8	ARROYO PARK						SPUR 4
							12.8						
				s 1:40PM		2.7	GLENDALE JUNCT. A. T. AND S. F. CROSSING		s 2:45PM				SPUR 50
					120		1.4	76					
				f 1:45		4.1	THREE-MILE HOUSE		f 2:40				SPUR 8
					9		0.7	77					
				f 1:47		4.8	HUNTERS		f 2:38				
					52		0.5	0					
				f 1:49		5.3	BONDS		f 2:37				
					74		0.3	0					
				f 1:50		5.6	GLASSELL		f 2:35				
					85		0.5	0					
				f 1:52		6.1	MITCHELLS		f 2:30				
					73		0.7	0					
				f 1:55		6.8	TROPICO		f 2:26				
					104		0.7	0					
				f 1:57		7.5	GOODELLS		f 2:23				8
					104		0.6	0					
				s 2:00		8.1	GLENDALE		s 2:20				4
					104		0.8	0					
				s 2:02		8.9	ROSSMOYNE		f 2:12				SPUR 4
				2:05PM	182		0.8	0					
						9.7	VERDUCO PARK		2:10PM				8
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE Daily Except Sunday			7.0		LEAVE Daily Except Sunday	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	
	16.9	13.3	16.9	16.6			Average Miles per hour		11.6	16.9	16.9	13.3	
	:35	:45	:35	:35			Time over Subdivision		:45	:35	:35	:45	

NOTE.—No. 48 will wait at Los Angeles until No. 43 arrives.
NOTE.—Nos. 40 and 45, inclusive, when 15 minutes late will protect against switching trains south of Downey Avenue.
NOTE.—Nos. 48 and 49 will protect against switching trains south of Downey Avenue.

SAN PEDRO SUBDIVISION

NORTHWARD — LOS ANGELES DIVISION — SOUTHWARD

Fuel, Water, Turn table, Wye, Track Scales	SECOND CLASS	FIRST CLASS 26 Passenger ARRIVE DAILY	FIRST CLASS 24 Passenger ARRIVE DAILY	FIRST CLASS 22 Passenger ARRIVE DAILY	Distance from E. San Pedro	Ruling Grade Ascending	Time Table No. 44 October 8, 1913. STATIONS	Ruling Grade Ascending	Distance from Los Angeles	FIRST CLASS 21 Passenger LEAVE DAILY	FIRST CLASS 23 Passenger LEAVE DAILY	SECOND CLASS 151 Mixed LEAVE DAILY	Car Capacity of Sidings
C W TY O		7:10 PM	12:35 PM	8:10 AM	27.1	19	C LOS ANGELES DS	0	.0	8:45 AM	4:30 PM	5:35 AM	YARD
		s 7:08	s 12:32	s 8:08	26.7		1.0 — 7th ST. LOS ANGELES	0	1.0	s 8:47	s 4:32	s 5:37	
		f 7:02	f 12:27	f 8:02	24.0	42	2.1 — D HOBART J A. T. & S. F. CROSSING	0	3.1	f 8:51	f 4:36	f 5:40	TFR 35
		7:00	12:25	8:00	22.9	16	1.1 — FRUITLAND	0	4.2	8:53	4:38	5:42	60
		f 6:58	12:23	7:57	21.8	26	1.1 — BELL	0	5.3	f 8:55	f 4:40	5:44	20 TFR 20
		f 6:55	f 12:19	f 7:53	19.7	23	2.1 — CUDAHY S. P. CROSSING	0	7.4	f 8:59	f 4:43	f 5:47	
		f 6:51	f 12:15	f 7:47	17.7	16	2.0 — D WORKMAN WN	0	9.4	f 9:02	f 4:47	f 5:50	30
		f 6:49	f 12:13	f 7:44	17.1	13	0.6 — COUNTY FARM	0	10.0	f 9:04	f 4:49	f 5:51	SPUR 7
		f 6:45	f 12:09	f 7:40	15.3	21	1.8 — CLEARWATER	0	11.8	f 9:06	f 4:52	f 5:54	70
W		f 6:43	f 12:07 PM	f 7:38	14.6	19	0.7 — D HYNES HY	0	12.5	f 9:08	f 4:54	f 5:56	
		f 6:35	f 11:59 AM	f 7:28	10.6	42	4.0 — BIXBY	25	16.5	f 9:14	f 5:01	f 6:03	45
		f 6:30	f 11:55	f 7:23	8.2	42	2.4 — BURNETT	36	18.9	f 9:18	f 5:05	f 6:07	25
		s 6:25	s 11:50	s 7:20	6.0	16	2.2 — S. P. CROSSING D LONG BEACH 1st ST. MS	21	21.1	s 9:23	s 5:10	s 6:15	90 TFR 20
		s 6:20	s 11:45	s 7:15	5.3	42	0.7 — LONG BEACH CH	0	21.8	s 9:28	s 5:15	s 6:19	
W		f 6:15	f 11:40	f 7:12	4.2	5	1.1 — SEASIDE	5	22.9	f 9:31	f 5:19	6:22	70 TFR 20
W		6:12	11:37	7:08	2.9	0	1.3 — OSTEND	8	24.2	9:36	5:22	6:24	35
		f 6:10	f 11:35	f 7:05	1.5	0	1.4 — BRIGHTON BEACH	0	25.6	f 9:39	f 5:25	f 6:26	SPUR 6
		f 6:09	f 11:34	f 7:03	1.2	0	0.3 — 7th ST. TERMINAL ISLAND	0	25.9	f 9:41	f 5:27	f 6:27	
		s 6:07	s 11:32	s 7:02	0.7	0	0.5 — TERMINAL ISLD. MN	0	26.4	s 9:45	s 5:30	s 6:32	YARD
C W T O		6:05 PM	11:30 AM	7:00 AM	.0	0	0.7 — C EAST SAN PEDRO SE	0	27.1	9:50 AM	5:35 PM	6:35 AM	YARD
		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			27.1			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	
		25.0	25.0	23.2			Average miles per hour			25.0	25.0	27.1	
		1:05	1:05	1:10			Time over Subdivision			1:05	1:05	1:00	

ST. THOMAS SUBDIVISION

EASTWARD — LOS ANGELES DIVISION — WESTWARD

Fuel, Water, Wye, Turntable, Track Scales	Distance from Moapa	Ruling Grade Ascending	Time Table No. 44 October 8, 1913. STATIONS	Ruling Grade Ascending	Distance from St. Thomas	Car Capacity of Sidings
W	.0	42	MOAPA — 10.2	106	21.3	67
	10.2	58	LOGAN — 4.6	69	11.1	17
	14.8	32	OVERTON — 6.5	69	6.5	17
W. T.	21.3		ST. THOMAS — 21.3		.0	17

Trains will not exceed 12 miles per hour on St. Thomas Branch or 6 miles per hour on 16 degree curves between M. P., 5 and 6.

LOS ANGELES DIVISION — EASTWARD — FIRST SUBDIVISION

SECOND CLASS	FIRST CLASS								Time Table No. 44 October 8, 1913.	Ruling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
82 Freight	2 Overland Express	18 Passenger	16 Passenger	8 Los Angeles Limited	14 Passenger	20 Pacific Limited	12 Passenger	10 Passenger	STATIONS			
LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY				
11:00PM	8:00PM	5:25PM	3:40PM	1:00PM	11:00AM	9:00AM	8:30 9AM	3:30AM	**LOS ANGELES**		.0	YARD
		s 5:30	s 3:44		s 11:03		s 8:34		1.0 — 7th ST. LOS ANGELES	0	1.0	
11:35 81	8:05	f 5:35	f 3:48	1:05	11:08	9:06	f 8:38	3:35	2.5 — EAST YARD	0	3.5	YARD
		s 5:41	s 3:55 15	1:12 13	s 11:15		s 8:45		5.0 — NEWMARK	37	8.5	37
11:55PM	8:15	s 5:44	s 3:58	1:15	f 11:19	9:15	s 8:48	3:44	1.8 — PICO	26	10.3	60
		f 5:48	f 4:05 7	1:18	f 11:24		f 8:53		2.4 — BARTOLO	42	12.7	SPUR 12
12:05AM	8:20	f 5:50	4:07	1:20	11:26	9:20	8:55	3:49	1.0 — CLAYTON	47	13.7	65
		f 5:55	f 4:14		11:32		f 9:01		4.2 — HUDSON	47	17.9	SPUR 6
12:20	8:30	f 6:00	f 4:20	1:28	f 11:36	9:28 19	f 9:04	3:57	2.0 — ROWLAND	38	19.9	65
		f 6:03	f 4:23		11:39		f 9:07		1.8 — FALLON	38	21.7	SPUR 8
12:35	8:40	f 6:12 17	f 4:29	1:36	f 11:44	9:36	f 9:16 19	4:04	2.7 — WALNUT	50	24.4	60
12:48	8:48	f 6:20	f 4:36	1:42	11:49AM	9:45 11	f 9:26		4.5 — SPADRA	50	28.9	25
1:00	s 9:00	s 6:28	s 4:44	s 1:55	s 12:01PM	s 9:53	s 9:38 11	s 4:21	3.1 — POMONA	50	33.0	55
									1.0 — S. P. CROSSING	32	33.0	
1:12	9:05 81	f 6:33	f 4:51	2:00	12:07	9:59	f 9:45	4:26	2.5 — NAROD	31	35.5	40
									2.2 — S. P. CROSSING	29	37.7	
1:25	s 9:15	s 6:41	s 4:58	2:05	s 12:12 13	f 10:06	s 9:50	s 4:33	0.1 — ONTARIO	29	37.8	70
									0.3 — S. P. CROSSING	0	38.1	
1:36	9:22	f 6:49	f 5:06	2:10	f 12:20	10:12	f 9:56	4:38	3.6 — COLLINS	0	41.7	65
1:50	9:27	f 6:56	f 5:12	2:15	f 12:28	10:17	f 10:04	4:43	3.9 — WINEVILLE	0	45.6	65
	9:31	7:01	5:17	2:19	12:32	10:23	10:10	4:47	2.7 — BLY JUNCTION	12	48.3	65
2:05	9:33	f 7:05	f 5:23 17	2:22	f 12:35	10:26	f 10:13	4:50	1.5 — PEDLEY	0	49.8	65
		f 7:09	f 5:26		f 12:38		f 10:16		1.5 — CONCRETE	47	51.3	SPUR 12
2:15	9:40	7:15 81	5:30	2:27 15	12:43	10:33	10:20	4:55	2.5 — STREETER AVE.	46	53.8	50
	9:43	f 7:18	f 5:33	2:30	f 12:48	10:36	f 10:23	4:58	1.2 — BROCKTON AVE.	50	55.0	100
2:25	s 9:55	s 7:25	s 5:40	s 2:40 7	s 12:55	s 10:45	s 10:30	s 5:06 1	2.5 — RIVERSIDE	50	57.5	YARD
2:30AM	10:00PM	7:30PM	5:45PM	2:46PM	1:00PM	10:50AM	10:35AM	5:07AM	0.7 — **RIVERSIDE JCT.**	40	58.2	

Figures shown between Riverside Junction and San Bernardino are for information only. Be governed by current time tables S. P. Co.

10:05PM	7:30PM	5:45PM	2:46PM	1:00PM	10.50AM	10:35AM	5:07AM	RIVERSIDE JCT.
10:20PM	7:45	6:00	3:00PM	1:15	11.05AM	10:50	5:22	6.5 — COLTON
	7:55PM	6:10PM		1:25PM		11:00AM	5:30AM	3.3 — SAN BERNARDINO

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

10:35PM			3:10PM		11.20AM			6.8 — COLTON
10:45 10:55PM			3:20 3:25		11.30 11.35AM			3.2 — SAN BERNARDINO
2:15AM 2:20			6:00 6:05		2.25PM 2 30			81.2 — BARSTOW
2:40AM			6:20PM		2.45PM			9.2 — DAGGETT
11:55AM	2:45AM		6:20PM		2:45PM			**DAGGETT**
12:30PM	2:55AM		6:30PM		3:00PM			4.6 — **OTIS**
ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	163.2
12.4	23.6	27.2	27.3	29.7	28.1	27.2	27.2	34.0 — **Average Miles per hour**
13:30	6:55	2:30	2:30	5:30	2:25	6:00	2:30	2:00 — **Time over Subdivision**

Ruling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
53	158.6	YARD
	163.2	YARD

NOTE.—No. 7 is superior to No. 16. **No. 19 is superior to No. 12.**

FIRST SUBDIVISION — WESTWARD — LOS ANGELES DIVISION

Time Table No. 44
October 8, 1913.

FIRST CLASS

Fuel, Water, Turntable, Wye, Track Scales	Distance from Salt Lake City	Ruling Grade Ascending	STATIONS	1 Overland Express	9 Passenger	19 Pacific Limited	11 Passenger	13 Passenger	15 Passenger	7 Los Angeles Limited	17 Passenger
				ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY
C W Y O	783.7		G LOS ANGELES DS	7:00AM	8:30 12 AM	10:00AM	10:40AM	1:30PM	4:15PM	4:30PM	7:10PM
		19	1.0								
	782.7		7th ST. LOS ANGELES		s 8:26		s 10:37	s 1:25	s 4:10		s 7:05
		14	2.5								
W	780.2		EAST YARD	6:52	f 8:21	9:51	f 10:32	f 1:20	f 4:05	4:20	f 7:00
		26	5.0								
	775.2		D NEWMARK MI		s 8:12		s 10:23	s 1:12 8	s 3:55 16		s 6:50
		36	1.8								
	773.4		D PICO I	6:41	s 8:10	9:41	s 10:20	s 1:05	s 3:50	4:09	s 6:44
		36	2.4								
	771.0		BARTOLO	6:38	f 8:05		f 10:15	f 12:59	f 3:46	4:05 16	f 6:38
		0	1.0								
	770.0		CLAYTON	6:36	8:01	9:36	10:13	12:56	3:44	4:03	6:32
		0	4.2								
	765.8		HUDSON		f 7:53		f 10:05	f 12:50	f 3:36		f 6:27
		0	2.0								
W	763.8		D ROWLAND RO	6:28	f 7:49	9:28 20	f 10:01	f 12:46	f 3:32	3:53	f 6:22
		0	1.8								
	762.0		FALLON		f 7:45		f 9:59	f 12:42	f 3:29		f 6:17
		0	2.7								
	759.3		D WALNUT WA	6:20	f 7:40	9:16 12	f 9:54	f 12:38	f 3:24	3:45	f 6:12 18
		0	4.5								
	754.8		SPADRA	6:13	f 7:31	9:09	f 9:45 20	f 12:31	f 3:16	3:38	f 6:02
		0	3.1								
W	751.7		D POMONA PO	s 6:06	s 7:25	s 9:04	s 9:38 12	s 12:25	s 3:10	3:33	s 5:56
		0	1.0								
	750.7		S. P. CROSSING								
		0	2.5								
	748.2		NAROD	5:58	f 7:15	8:57	f 9:30	f 12:18	f 3:02	3:26	f 5:49
		10	2.2								
	746.0		S. P. CROSSING								
		0	0.1								
W	745.9		G ONTARIO ON	s 5:53	s 7:10	f 8:50	s 9:21	s 12:12 14	s 2:56	3:18	s 5:44
		44	0.3								
	745.6		S. P. CROSSING								
		44	3.6								
	742.0		COLLINS	5:43	f 7:01	8:41	f 9:11	f 12:02PM	f 2:48	3:09	f 5:36
		31	3.9								
	738.1		D WINEVILLE V	5:35	f 6:53	8:35	f 9:05	f 11:54AM	f 2:42	3:04	f 5:30
		47	2.7								
Y	735.4		BLY JUNCTION	5:30	6:48	8:31	9:01	11:47	2:37	3:00	5:26
		0	1.5								
W	733.9		D PEDLEY PD	5:26	f 6:45	8:28	f 8:58	f 11:44	f 2:34	2:57	f 5:23 16
		0	1.5								
	732.4		CONCRETE		f 6:42		f 8:53	f 11:41	f 2:31		f 5:20
		48	2.5								
	729.9		STREETER AVE.	5:16	6:37	8:21	8:48	11:37	2:27 8	2:50	5:16
		0	1.2								
	728.7		BROCKTON AVE.	5:12	f 6:35	8:19	f 8:45	f 11:35	f 2:20	2:46	f 5:13
		26	2.5								
W	726.2		D RIVERSIDE VM	s 5:06 10	s 6:30	s 8:15	s 8:40	s 11:30	s 2:15	s 2:40 8	s 5:10
		0	0.7								
	725.2		G RIVERSIDE JCT RM	5:05AM	6:25AM	8:10AM	8:35AM	11:25AM	2:08PM	2:35PM	5:05PM

SECOND CLASS

81 Freight
ARRIVE DAILY
11:59PM
11:35 82
11:20
11:05
10:45
10:25
10:05
9:45
9:05 2
8:45
8:20
8:00
7:35
7:15 18
6:45
6:35PM

Figures shown between Riverside Junction and San Bernardino are for information only. Be governed by current time tables S. P. Co.

	725.2		RIVERSIDE JCT.	5:05AM	6:25AM	8:10AM	8:35AM	11:25AM	2:08PM	2:35PM	5:05PM
			6.5								
	719.2		COLTON	4:50AM	6:10	7:55AM	8:20	11:10	1:53	2:20PM	4:50
			3.3								
	722.5		SAN BERNARDINO		6:00AM		8:10AM	11:00AM	1:45PM		4:40PM

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

	718.7		6.8 COLTON	4:35AM		7:45AM				2:15PM	
			3.2	4:20		7:30				2:00	
	715.5		SAN BERNARDINO B	4:10		7:25				1:55PM	
			81.2	12:30		4:35				11:10AM	
	634.3		BARSTOW BA	12:20		4:25				11:05	
			9.2								
	625.1		G DAGGETT H	12:05AM		4:05AM				10:50AM	
	625.1	19	G DAGGETT H	12:01AM		4:00AM				10:50AM	
			4.6								
C W Y O	620.5		G OTIS BM	11:50PM		3:50AM				10:40AM	
			163.2	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY
			Average Miles per hour	22.8	27.2	26.5	27.2	27.2	27.2	28.4	27.2
			Time over Subdivision	7:10	2:30	6:10	2:30	2:30	2:30	5:45	2.30

9:05AM
8:45AM
LEAVE DAILY
10.7
15:14

NOTE.—No. 7 will stop at Ontario and Pomona to discharge passengers from east of Salt Lake City. No. 19 is superior to No. 12. No. 7 is superior to No. 16.

SECOND SUBDIVISION

LOS ANGELES DIVISION

Time Table No. 44

October 8, 1913.

EASTWARD																WESTWARD												
Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		FIRST CLASS					Distance from Los Angeles	Rolling Grade Ascending		Rolling Grade Ascending	Distance from Salt Lake City	FIRST CLASS					SECOND CLASS			Car Capacity of Sidings
			82 Freight			8 Los Angeles Limited	20 Pacific Limited	2 Overland Express					7 Los Angeles Limited	1 Overland Express	19 Pacific Limited			81 Freight			
			LEAVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY					ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			ARRIVE DAILY			
C W Y			1:30PM			6:35PM	3:05PM	3:10AM	163.2	0		31	620.5	10:35AM	11:35PM	3:45AM			7:45AM			YARD
			1:50			6:43	3:13	f 3:18	168.3	0		23	615.4	10:28	f11:25	3:35			7:20			75
W			2:07			6:49	3:20	f **3:27**[19]	173.3	0		17	610.4	10:21	f11:15	**3:27**[2]			7:00			75
			2:23			6:56	3:27	f 3:37	177.8	38		35	605.9	10:14	f11:05	3:15			6:40			75
			2:36			7:04	3:35	f 3:45	182.4	0		53	601.3	10:07	f10:57	3:07			6:25			65
			2:51			7:11	3:42	f 3:51	187.3	0		53	596.4	9:55	f10:45	2:55			6:00			67
W			3:04			7:18	3:49	f 3:59	191.5	0		53	592.2	9:46	f10:32	2:43			5:30			62
			3:18			7:26	4:57	f 4:09	196.9	0		34	586.8	9:35	f10:18	2:31			5:00			65
			3:33			7:32	4:03	f 4:15	201.9	0		35	581.8	9:27	f10:09	2:22			4:42			65
			3:39			7:36	4:06	f 4:19	204.3				579.4	9:23	f10:04	2:17			4:33			TYE 38
			3:45			7:40	4:10	f **4:23**[81]	206.8	42		53	576.9	9:19	f10:00	2:13			**4:23**[2]			65
W Y			3:58			7:47	4:18	f 4:32	211.9	53		0	571.8	9:11	f 9:51	2:05			4:05			65
W			**4:28**[20]			7:56	**4:28**[82]	f 4:44	217.3	53		0	566.4	9:03	f 9:41	1:57			3:50			65
			4:50			8:06	4:39	f 4:57	221.9	53		0	561.8	8:56	f 9:31	1:50			3:30			65
			5:10			8:16	4:50	f 5:07	225.9	53		0	557.8	8:50	f 9:24	1:44			3:15			63
			5:30			8:27	5:02	f 5:19	230.6	63		0	553.1	8:43	f 9:16	1:37			3:00			66
C W Y			5:50 6:20			8:39 8:44	5:14 5:19	s 5:32 5:37	235.5	116		0	548.2	8:36 8:31	9:07 s 9:02	1:30 1:25			2:45 2:17			YARD
			6:37			**8:55**[1]	5:30	f 5:48	239.1	116		0	544.6	8:24	f **8:55**[8]	1:18			2:06			65
			6:52			9:07	5:41	f 6:00	243.4	116		0	540.3	8:15	f 8:44	1:09			1:53 1:43			65
			7:08			9:17	5:52	f 6:15	247.1	116		0	536.6	8:08	f 8:37	1:02			1:32			65
W			7:26			9:26	6:02	f 6:30	250.2	116		0	533.5	8:02	f 8:31	12:56			1:22 1:12			65
Y			7:50			9:39	6:16	s 6:46	254.2	0		53	529.5	7:54	s 8:23	**12:48**[81]			**12:48**[19]			120
			8:09[1]			9:44	6:21	f 6:56	258.0	0		53	525.7	7:45	f **8:09**[82]	12:38			12:25			65
			8:26			9:50	6:27	f 7:06	262.9	0		53	520.8	7:34	f 7:55	12:27			12:01AM			65
W			8:42			9:56	6:33	s **7:24**[7]	267.2	0		53	516.5	**7:24**[2]	f 7:42	12:17			11:35PM			65
									267.6	0		53	516.1									
			8:58			10:03	6:40	f 7:33	272.1	0		53	511.6	7:12	f 7:29	12:05AM			11:10			65
			9:18			10:10	f 6:47	s 7:43	277.5	0		53	506.2	6:59	s 7:15	11:52PM			10:45			65
C W			9:40			**10:21**[81]	**6:58**[1]	f 7:53	282.4	7		45	501.3	6:47	f **6:58**[20]	11:41			**10:21**[8]			65
			9:55[81]			10:28	7:06	f 8:03	287.2	1		53	496.5	6:37	f 6:45	11:29			**9:55**[82]			72
			10:15			10:34	7:12	f 8:10	291.7	53		0	492.0	6:29	f 6:34	11:21			9:25			65
			10:40[8]			**10:40**[82]	7:19	f 8:18	296.3	53		0	487.4	6:23	f 6:27	11:15			9:10			66
			11:09[19]			10:49	7:29	s 8:28	301.1	53		34	482.6	6:17	s 6:19	**11:09**[82]			8:55			65
			11:38			**11:00**[19]	7:40	f 8:38	305.7	53		0	478.0	6:11	f 6:09	**11:00**[8]			8:40			65
			11:52PM			11:06	7:46	f 8:46	309.3	0		53	474.4	6:06	f 6:03	10:50			8:25			67
W			12:10AM			11:14	**7:55**[81]	f 8:55	315.0	0		53	468.7	5:53	f 5:47	10:33			**7:55**[20]			65
			12:25			11:22	8:03	f 9:05	320.3	0		53	463.4	5:41	f 5:32	10:19			7:10			65
W			12:35			11:25	8:06	f 9:10	322.5	0		53	461.2	5:37	f 5:26	10:15			6:58			34
			12:45			11:28	8:09	f 9:15	324.6	0		53	459.1	5:32	f 5:21	10:11			6:50			65
			1:10			11:34	8:16	f 9:21	329.3	0		53	454.4	5:23	f 5:10	10:00			6:30			65
C W T Y C			1:40AM			11:43PM	8:25PM	9:30AM	334.2				449.5	5:13AM	5:00PM	9:50PM			6:10PM			YARD
			ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY						LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY			
			14.0			33.4	32.0	27.0			Average Miles per hour			31.8	26.0	28.9			12.0			
			12:10			5:08	5:20	6:20			Time over Subdivision			5:22	6:35	5.55			13:35			

STATIONS																												
C	**OTIS**	BM																										
	5.1																											
	KOUNS																											
	5.0																											
	HARVARD																											
	4.5																											
	MANIX																											
	4.6																											
	FIELD																											
	4.9																											
	DUNN																											
	4.2																											
D	AFTON	FM																										
	5.4																											
	BAXTER																											
	5.0																											
	KING																											
	2.4																											
N	CRUCERO	CR																										
	T. AND T. CROSSING																											
	2.5																											
	EPSOM																											
	5.1																											
	BALCH																											
	5.4																											
D	SANDS	MD																										
	4.6																											
	GLASGOW																											
	4.0																											
	KERENS																											
	4.7																											
	FLYNN																											
	4.9																											
C	**KELSO**	FC																										
	3.6																											
	HAYDEN																											
	4.3																											
	AMES																											
	3.7																											
	ELORA																											
	3.1																											
	CHASE																											
	4.0																											
C	**CIMA**	C																										
	3.8																											
	HANLON																											
	4.9																											
	BRANT																											
	4.3																											
D	LEASTALK	KD																										
	0.4																											
	A. T. & S. F. CROSSING																											
	4.5																											
	MOORE																											
	5.4																											
D	NIPTON	N																										
	4.9																											
N	LYONS	MS																										
	4.8																											
	CALADA																											
	4.5																											
	ROACH																											
	4.6																											
	BORAX																											
	4.8																											
D	JEAN	JE																										
	4.6																											
	SUTOR																											
	3.6																											
N	ERIE	XY																										
	5.7																											
	SLOAN																											
	5.3																											
	BARD																											
	2.2																											
D	ARDEN	RD																										
	2.1																											
	PIERCE																											
	4.7																											
	BRACKEN																											
	4.9																											
C	**LAS VEGAS**	VG																										
	171.0																											

No. 20 will stop at Leastalk and Jean to pick up passengers for Salt Lake and beyond.

No. 19 will stop at Jean and Nipton to discharge passengers from Salt Lake and East.

THIRD SUBDIVISION

LOS ANGELES DIVISION

EASTWARD — WESTWARD

Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		82 Freight	FIRST CLASS		8 Los Angeles Limited	20 Pacific Limited	2 Overland Express	Distance from Los Angeles	Ruling Grade Ascending	Time Table No. 44 October 8, 1913. STATIONS	Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS 7 Los Angeles Limited	1 Overland Express	19 Pacific Limited	SECOND CLASS 81 Freight	Car Capacity of Sidings
			LEAVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	
C W T Y O			3:00AM			11:50PM	8:35PM	9:50AM	334.2		C LAS VEGAS VG		449.5	5:05AM	4:40PM	9:40PM	5:10PM	YARD
			3:12			11:56PM	8:41	f 10:00	338.7	0	4.6 WANN	53	445.0	4:57	f 4:27	9:31	4:58	67
			3:27			12:01AM	8:46	f 10:10	342.5	53	3.8 VALLEY	0	441.2	4:52	f 4:20	9:24	4:50	67
			3:45			12:09	8:54	f 10:20	347.0	53	4.5 DIKE	0	436.7	4:46	f 4:13	9:17	4:40	68
			4:07			12:20	**9:06**[19]	f 10:32	352.0	53	5.0 APEX	0	431.7	4:38	f 4:05	**9:06**[20]	4:25	68
			4:27[7]			12:27	9:14	f 10:42	357.5	26	5.5 GARNET	53	426.2	**4:27**[82]	f 3:51	8:52	4:05	68
W			5:00			12:34	9:21	f 10:52	362.9	0	5.4 D DRY LAKE DY	53	420.8	4:18	f 3:38	8:44	3:48	67
			5:30			12:41	9:28	f 11:02	368.6	44	5.7 CRYSTAL	53	415.1	4:09	f **3:25**[81]	8:36	**3:25**[1]	67
			5:55			12:47	9:34	f 11:14	373.5	13	4.9 UTE	53	410.2	4:02	f 3:15	8:29	3:04	67
			6:15			12:53	9:41	f 11:23	378.1	0	4.6 BYRON	53	405.6	3:52	f 3:04	8:19	2:45	67
W Y			7:05			12:59	f 9:50	s 11:35	383.1	53	5.0 C MOAPA MA	53	400.6	3:42	s 2:52	f 8:09	2:25	67
			7:30			1:06	9:59	f 11:46	388.1	50	5.0 ACTON	42	395.6	3:35	f 2:42	8:02	2:10	67
			7:55			1:13	10:06	f 11:56AM	393.4	53	5.3 GUELPH	27	390.3	3:28	f 2:33	7:55	1:56	67
W			8:30			1:24	10:18	f 12:11PM	397.8	53	4.4 G ROX RX	0	385.9	3:18	f 2:23	7:45	1:43	67
			8:50			1:33	10:29	f 12:25	402.9	53	5.1 HOYA	0	380.8	3:08	f 2:11	7:35	1:25	68
			9:25			1:44	10:41	f 12:40	408.6	53	5.7 GALT	0	375.1	2:59	f 2:01	7:26	1:10	68
			9:50			1:54	10:52	f **12:55**[81]	413.5	53	4.9 VIGO	0	370.2	2:51	f 1:51	7:18	**12:55**[2]	67
C W			10:25			2:05	11:05	f 1:13	419.1	53	5.6 G CARP CA	0	364.6	2:41	f 1:40	7:08	12:35	67
			10:50			2:15	11:16	f **1:28**[1]	424.0	53	4.9 CRAIG	0	359.7	2:34	f **1:28**[2]	7:00	12:23	69
Y			11:25			**2:26**[7]	11:26	f 1:40	429.0	53	5.0 LEITH	0	354.7	**2:26**[8]	f 1:05	6:52	12:10PM	73
			11:55[81]AM			2:43	11:43	f 1:56	434.1	79	5.1 KYLE	0	349.6	2:16	f 12:52	6:43	**11:55**[82]AM	68
W			**12:43**[1]PM			2:54	11:55PM	f 2:12	438.5	58	4.4 G ELGIN GN	0	345.2	2:09	f **12:43**[82]	6:34	11:30	53
			1:20			3:15	12:18AM	f 2:35	444.9	79	6.4 BOYD	0	338.8	1:59	f 12:30	6:24	11:10	66
			1:40			3:31	12:35	f 2:51	449.5	79	4.6 STINE	0	334.2	1:51	f 12:20	6:16	10:55	66
			2:00			3:46	12:50	f 3:06	454.5	53	5.0 FTNA	0	329.2	1:43	f 12:10	6:08	10:40	66
C W T Y			2:25PM			4:00AM	1:05AM	3:25PM	459.5	53	5.0 C CALIENTE CS	0	324.2	1:35AM	12:01PM	6:00PM	10:25AM	YARD
			ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			125 3			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	
			10.9			30:0	27.8	22.4			Average Miles per hour			35.8	26.7	34.1	18.5	
			11:25			4.10	4:30	5:35			Time over Subdivision			3.30	4.39	3:40	6:45	

No train will exceed running time of No. 7, Caliente to Hoya.

FOURTH SUBDIVISION

EASTWARD — SALT LAKE DIVISION — WESTWARD

Time Table No. 44

October 8, 1913.

Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		82 Freight	FIRST CLASS		2 Overland Express	8 Los Angeles Limited	20 Pacific Limited	Distance from Los Angeles	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS					SECOND CLASS			Car Capacity of Sidings
			LEAVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						1 Overland Express ARRIVE DAILY	19 Pacific Limited ARRIVE DAILY	7 Los Angeles Limited ARRIVE DAILY			81 Freight ARRIVE DAILY			
C W T Y			4:45PM			4:35PM	5:05AM	2:10AM	459.5	53	C CALIENTE CD 4.8	0	324.1	12:40PM	6:55PM	2:30AM			10:20AM			YARD
			5:04			f 4:46	5:13	**2:19**[7]	464.3	53	ECCLES 4.1	0	319.3	f 12:28	6:45	**2:19**[20]			9:59			68
			5:20			f 4:55	5:21	2:27	468.4	109	MINTO 6.9	0	315.2	f 12:18	6:35	2:10			9:42			66
			5:50			f 5:13	5:36	2:44	475.3	46	ISLEN 3.3	0	308.3	f 12:01PM	6:18	1:54			9:08			64
			6:11[19]			f 5:21	5:43	2:50	478.6	68	BARCLAY 6.0	0	305.0	f 11:53AM	**6:11**[82]	1:47			8:52			67
W			6:35			s 5:34	5:54	3:03	484.6	80	D ACOMA VA 4.7	0	299.0	s 11:40	6:01	1:37			8:22			68
			6:54			f **5:52**[19]	6:04	3:11	489.3	55	BROWN 4.4	0	294.3	f 11:30	**5:52**[2]	1:29			7:58			67
T			7:10			s 6:07	6:15	3:20	493.7	0	C CRESTLINE NE 4.1	56	289.9	s 11:20	5:41	1:22			7:37			67
			7:23			f 6:17	6:22	3:26	497.8	0	LIEN 3.3	54	285.8	f 11:08	5:30	1:11			6:57			67
			7:32			f 6:25	**6:27**[81]	3:31	501.1	0	UVADA 4.8	33	282.5	f 10:58	5:23	1:04			**6:27**[8]			67
			7:46			f 6:35	6:33	3:38	505.9	31	TOMAS 3.9	32	277.7	f 10:48	5:15	12:56			5:58			68
C W Y			8:00			s 6:49	6:39	s 3:44	509.8	0	C MODENA NA 6.0	32	273.8	s 10:38	s 5:09	12:48			5:38			67
			8:18			f 7:01	6:47	3:53	515.8	0	ESCALANTE 5.3	32	267.8	f 10:24	4:59	12:35			5:08			68
			8:37			f 7:12	6:54	4:00	521.1	3	YALE 5.2	12	262.5	f 10:14	4:51	12:28			4:38			67
W			8:55			s 7:23	7:01	f **4:08**[81]	526.3	17	D BERYL BT 5.2	10	257.3	s 10:05	f 4:43	12:21			**4:08**[20]			67
			9:12			f 7:33	7:09	4:16	531.5	15	SAHARA 4.9	29	252.1	f 9:55	4:35	12:14			3:38			67
			9:28			f 7:42	7:16	4:23	536.4	11	FORD 5.0	27	247.2	f 9:47	4:27	12:07AM			3:26			67
W Y			9:45			s 7:53	7:23	s 4:31	541.4	2	G LUND UN 4.4	5	242.2	s 9:38	s 4:19	11:59PM			3:14			69
			10:00			f 8:02	7:29	4:37	545.8	16	KERR 4.7	21	237.8	f 9:30	4:12	11:49			2:59			68
			10:15			f 8:11	7:36	4:44	550.5	2	LATIMER 4.3	7	233.1	f 9:22	4:05	11:43			2:47			67
			10:31			f 8:20	7:43	4:51	554.8	18	NADA 6.8	15	228.8	f 9:15	3:58	11:37			2:35			67
W			10:55			f 8:33	7:53	5:02	561.6	19	THERMO 5.0	27	223.0	f 9:04	3:47	11:27			2:17			67
			11:20[7]			f 8:43	8:00	5:10	566.6	0	LAHO 5.1	9	217.0	f 8:55	3:40	**11:20**[82]			2:04			67
			11:45PM			f 8:54	8:07	5:17	571.7	6	UPTON 5.1	16	211.9	f 8:45	3:32	11:13			1:50			67
C W T Y O			12:05AM			9:05PM	8:15AM	5:25AM	576.8		C MILFORD FD		206.8	8:35AM	3:25PM	11:05PM			1:35AM			YARD
			ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			117.3			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY			
			16.0			26.1	37.1	36.1			Average Miles per hour			28.7	33.1	34.4			13.4			
			7:20			4:30	3:10	3:15			Time over Subdivision			4:05	3:30	3:25			8:45			

NOTE.—Passenger trains Westward will not exceed scheduled time of train 7 between Islen and Minto.

NOTE.—Freight trains Westward will not exceed scheduled time of train 81 between Islen and Minto.

FIFTH SUBDIVISION

SALT LAKE DIVISION

EASTWARD											Time Table No. 44 October 8, 1913. STATIONS			WESTWARD								
Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS		FIRST CLASS					Distance from Los Angeles	Ruling Grade Ascending		Ruling Grade Ascending	Distance from Salt Lake City		FIRST CLASS					SECOND CLASS			Car Capacity of Sidings
			82 Freight			2 Overland Express	8 Los Angeles Limited	20 Pacific Limited						1 Overland Express	19 Pacific Limited	7 Los Angeles Limited			81 Freight			
			LEAVE DAILY			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY						ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			ARRIVE DAILY			
CWTYO			12:45AM			9:15PM	8:20AM 1	5:30AM	576.8				206.8	8:20AM 8	3:20PM	11:00PM			12:35AM			YARD
			12:58			f 9:25	8:26	5:37	581.0	32		22	202.6	f 8:10	3:12	10:52			12:25			67
			1:11			f 9:35	8:31	5:45	585.1	32	MILFORD FD 4.2 OPAL	14	198.5	f 8:01	3:06	10:45			12:14			68
			1:25			f 9:45	8:37	5:53	589.7	0	4.1 ZENDA	19	193.9	f 7:52	2:58	10:38			12:02AM			68
			1:40			f10:00	8:44	6:01	594.7	21	4.6 READ	5	188.9	f 7:42	2:51	10:30			11:48PM			67
W			1:55			s10:23 7	8:50	f 6:10	599.4	21	5.0 MALONE	37	184.2	s 7:31	f 2:43	10:23 2			11:28			68
			2:10			f10:37	8:58	6:17	604.6	52	4.7 BLACK ROCK XO	51	179.0	f 7:21	2:33	10:14			11:05			68
			2:25			f10:50 81	9:06	6:26	609.6	53	5.2 PUMICE	37	174.0	f 7:11	2:25	10:07			10:50 2			68
W			2:40			f11:02	9:13	6:34	614.6	33	5.0 CRUZ	40	169.0	f 7:00	2:17	10:00			10:27			67
			3:00			f11:14	9:23	6:45 1	621.0	32	5.0 GOSS	32	162.6	f 6:45 20	2:07	9:50			10:07			67
			3:14			f11:26	9:29	6:54	625.9	0	6.4 BORDEN	32	157.7	f 6:30	1:59	9:44 81			9:44 7			67
			3:30			s11:40	9:36	7:02	631.0	0	4.9 NEELS	17	152.6	s 6:16	1:51	9:37			9:15			67
			3:44			f11:52PM	9:42	7:10	635.5	2	5.1 CLEAR LAKE CK	9	148.1	f 6:05	1:44	9:31			9:01			68
			3:57			f12:03AM	9:48	7:17	639.9	27	4.5 JEROME	8	143.7	f 5:55	1:38	9:25			8:47			67
WY			4:10			s12:19	9:54	f 7:25	644.4	14	4.4 VAN	8	139.2	s 5:45	f 1:32	9:19			8:33			70
			4:25			s12:32	10:02	f 7:33	649.4	12	4.5 OASIS S	0	134.2	s 5:32	f 1:25	9:11			8:17			67
			5:07 1			f12:57	10:18	7:50	660.3	32	5.0 DELTA AX	3	123.3	f 5:07 82	1:08	8:57			7:43			68
CWYT			5:30AM			1:10AM	10:25AM	8:00AM	665 9	3	10.9 CLINE	9	117.7	4:55AM	1:00PM	8:50PM			7:25PM			YARD
			ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY			5.6 LYNNDYL NT 89.1			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY			LEAVE DAILY			
			18.8			22.8	42.7	35.6			Average Miles per hour			26.1	38.2	41.1			17.2			
			4:45			3:55	2:05	2:30			Time over Subdivision			3:25	2:20	2:10			5:10			

SALT LAKE DIVISION — EASTWARD — **SIXTH SUBDIVISION**

SECOND CLASS			FIRST CLASS									Time Table No. 44 October 8, 1913.	Ruling Grade Ascending	Distance from Los Angeles	Car Capacity of Sidings
84 Freight	82 Freight		112 Passenger	56 Passenger	52 Passenger	8 Los Angeles Limited	20 Pacific Limited	110 Passenger	54 Passenger	2 Overland Express	58 Passenger	STATIONS			
LEAVE DAILY	LEAVE DAILY		LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY				
9:00AM	6:30AM					10:25AM	8:05AM			1:25AM		G LYNNDYL NT		665.9	YARD
												5.1	37		
9:20	6:52					10:35	8:15			f 1:42		ADAMS		671.0	68
												4.0	42		
9:35	7:10					10:42	8:23			f 1:54		CHAMPLIN		675.0	67
												4.5	42		
9:55	7:30					10:50	8:31			f 2:06		DYER		679.5	67
												5.8	42		
10:20	8:00					11:03	8:44			f 2:23		JERICHO		685.3	67
												6.6	42		
10:50	8:30					11:19	8:59			f 2:44		McINTYRE		691.9	68
												6.7	42		
11:35AM 8 12:15PM 19	9:15 20				1:45PM	11:35 84	f 9:15 82			s 3:09		G TINTIC U		698.6	YARD
												5.6	42		
12:45 83	9:40				f 1:57	11:47 19	9:30			f 3:25 1		BOULTER		704.2	67
												5.7	0		
1:05	9:58				f 2:10	11:56AM	9:38			f 3:41		LOFGREEN		709.9	79
												4.3	0		
1:30	10:17 51				f 2:18	12:03 85 PM	9:44			f 3:53		DUNBAR		714.2	68
												3.0	0		
1:50	10:28				f 2:24	12:08	9:49			f 4:00		VERNON		717.2	66
												6.1	0		
2:36 52 81	11:04 83 19				f 2:36 84 81	12:17	9:59 51			f 4:15		G FAUST F		723.3	67
												5.9	0		
3:00	11:30				f 2:50	12:25	10:07 83			f 4:28		AJAX		729.2	67
												6.9	0		
3:30	11:59AM				s 3:05	12:36	10:17			s 4:44		D ST. JOHN SJ		736.1	YARD
												6.5	35		
4:05	12:25PM				s 3:18	12:46	10:27 19			s 4:58		G STOCKTON KN		742.6	67
												1.9	33		
												BAUER		744.5	30
												3.7	0		
4:40	12:55 8 81			4:30PM	s 3:30	12:55 81 82	10:37			s 5:12		D TOOELE DU		748.2	YARD
												4.1	0		
4:57	1:17			f 4:40	f 3:38	1:02	10:44			f 5:20		SHIELDS		752.3	66
												4.1	0		
5:15	1:38			f 4:49	s 3:46 55	1:08	10:51			f 5:29		ERDA		756.4	67
												4.0	0		
5:44 7	2:01			f 4:58	f 3:55	1:14	10:58			f 5:37		MORRIS		760.4	68
												4.0	0		
6:15	2:21			f 5:07	f 4:04	1:20	11:06			f 5:45		LAKE POINT		764.4	YARD
												1.6	0		
				s 5:15	f 4:13	1:22	11:08		8:13 51 AM	5:49	12:15AM	SMELTER WYE		766.0	
												2.4	22		
6:30	2:40		5:40PM	s 5:30 7	s 4:17	1:25	11:11 81	10:10AM	s 8:16 109	5:52 83	s 12:25 1	G GARFIELD GF		768.4	YARD
												4.2	0		
6:45	3:05 55		5:46	f 5:36	s 4:25	1:32	11:18	10:16	f 8:22	f 6:01	f 12:32	RITER		772.6	68
												6.1	11		
7:05	3:27 111		5:56	s 5:46	f 4:35	1:45	11:30	10:26 81	8:31	s 6:14	s 12:42	D BUENA VISTA BE		778.7	75
												4.9	53		
7:40PM	4:15PM		6:10PM	6:00PM	4:48PM	2:00PM	11:45AM	10:40AM	8:45 19 AM	6:30AM	12:55AM	G SALT LAKE CITY AT C		783.6	YARD
ARRIVE DAILY	ARRIVE DAILY		ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	117.7			
11.5	11.7		30.4	23.5	27.9	32.8	32.2	30.4	29.2	23.2	25.2	Average Miles per hour			
10:40	9.45		0:30	1:30	3:03	3:35	3:40	0.30	0:34	5.50	0:40	Time over Subdivision			

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

NOTE.—No. 53 is superior to No. 54
—No. 55 is superior to No. 56
—No. 57 is superior to No. 58
—No. 20 will stop at St. John, Stockton and Tooele to discharge passengers from California.

SIXTH SUBDIVISION — WESTWARD — SALT LAKE DIVISION

Time Table No. 44
October 8, 1913.

Fuel, Water, Wye, Turntable Track Scales	Distance from Salt Lake City	Rising Grade Ascending	STATIONS	53 Passenger ARRIVE DAILY	51 Passenger ARRIVE DAILY	109 Passenger ARRIVE DAILY	19 Pacific Limited ARRIVE DAILY	55 Passenger ARRIVE DAILY	111 Passenger ARRIVE DAILY	7 Los Angeles Limited ARRIVE DAILY	57 Passenger ARRIVE DAILY	1 Overland Express ARRIVE DAILY	83 Freight ARRIVE DAILY	81 Freight ARRIVE DAILY
				FIRST CLASS									SECOND CLASS	
C W Y T	117.7		G LYNNDYL MT				12:55 PM			8:50 PM		4:45 AM	3:50 PM	6:25 PM
		3	5.1											
	112.6		ADAMS				12:45			8:40		f 4:35	3:27	6:10
		13	4.0											
	108.6		CHAMPLIN				12:39			8:33		f 4:27	3:08	5:55
		0	4.5											
	104.1		DYER				12:32			8:25		f 4:18	2:45	5:40
		0	5.8											
W	98.3		JERICHO				12:22			8:16		f 4:06	2:20	5:20
		0	6.6											
	91.7		McINTYRE				12:11			8:05		f 3:53	1:45	4:55
		0	6.7											
C W Y O	85.0		G TINTIC U		10:45 AM		f 12:01 PM 84			7:54		s 3:40	1:15	4:30
		42	5.6											
	79.4		BOULTER		f 10:35		11:47 AM 8			7:41		f 3:25 2	12:45 84	4:10
		42	5.7											
	73.7		LOFGREEN		f 10:24		11:32			7:27		f 3:02	12:21	3:45
		42	4.3											
	69.4		DUNBAR		f 10:17 82		11:24			7:18		f 2:49	12:03 PM 8	3:25
		42	3.0											
	66.4		VERNON		f 10:12		11:18			7:11		f 2:40	11:40 AM	3:10
		42	6.1											
W	60.3		G FAUST F		f 9:59 20		11:04 82 83			6:57		f 2:24	11:04 82 19	2:36 52 84
		42	5.9											
	54.4		AJAX		f 9:35		10:52			6:47		f 2:11	10:07 20	2:10
		13	6.9											
	47.5		D ST JOHN CJ		s 9:24 83		10:40			6:37		s 1:55	9:24 51	1:50
		42	6.5											
C W	41.0		G STOCKTON EN		s 9:14		10:27 20			6:25		s 1:40	8:35	1:30
		42	1.9											
	39.1		BAUER											
		42	3.7											
Y	35.4		D TOOELE DU		s 8:57		10:05	4:05 PM		6:10		s 1:21	8:02	12:55 82 8
		42	4.1											
	31.3		SHIELDS		f 8:47		9:55	f 3:55		6:02		f 1:09	7:38	12:28
		42	4.1											
W	27.2		ERDA		f 8:37		9:45	f 3:46 52		5:53		f 12:57	7:10	12:09 PM
		42	4.0											
	23.2		MORRIS		f 8:27		9:35	f 3:33		5:44 84		f 12:46	6:45	11:50 AM
		42	4.0											
	19.2		LAKE POINT		f 8:17		9:26	f 3:23		5:36		f 12:36	6:20	11:30
		23	1.6											
Y	17.6		SMELTER WYE	7:25 AM	s 8:13 54		9:24	s 3:17		5:33	11:35 PM	12:30		
		16	2.4											
W	15.2		G GARFIELD GF	s 7:21	s 8:05	8:16 54 AM	9:20	s 3:14	3:45 PM	5:30 56	s 11:31	12:25 58	5:52 2	11:11 20
		5	4.2											
	11.0		RITER	f 7:12	f 7:55	8:07	9:11	f 3:05 82	3:37	5:23	f 11:23	f 12:14	5:25	10:45
		11	6.1											
	4.9		D BUENA VISTA BE	s 7:00	s 7:43	7:57	8:59	s 2:52	3:27 82	5:12	s 11:12	s 12:02 AM	4:55	10:26 110
		15	4.9											
C W Y T O			G SALT LAKE CITY AY C	6:45 AM	7:30 AM	7:45 AM	8:45 54 AM	2:40 PM	3:15 PM	5:00 PM	11:00 PM	11:50 PM	4:30 AM	10:00 AM
	117.7			LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	LEAVE DAILY
			Average Miles per hour	25.1	25.5	30.4	31.4	24.9	30.4	32.1	28.8	23.9	10.4	13.9
			Time over Subdivision	0:40	3:20	0:30	3:45	1:25	0:30	3:40	0:35	4:55	11:20	8:25

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

NOTE.—No. 53 is superior to No. 54

—No. 55 is superior to No. 56

—No. 57 is superior to No. 58

NOTE.—No. 19 will stop at Tooele, Stockton and St. John to pick up California passengers.

PROVO SUBDIVISION

EASTWARD — SALT LAKE DIVISION — WESTWARD

Time Table No. 44
October 8, 1913.

Fuel, Water, Wye, Turntable, Track Scales	SECOND CLASS		FIRST CLASS			SECOND CLASS		Distance from Los Angeles	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Distance from Salt Lake City	FIRST CLASS				SECOND CLASS			Car Capacity of Sidings
						64 Passenger	62 Passenger						63 Passenger	61 Passenger			93 Freight			
			94 Freight																	
			LEAVE DAILY			LEAVE DAILY	LEAVE DAILY						ARRIVE DAILY	ARRIVE DAILY			ARRIVE DAILY			
C W Y T			7:30 AM			1:25 PM		665.9	0	C LYNNDYL NT	53	134.1	12:15 PM				5:00 PM			YARD
								668.9		3.0 MACK 2.4	0	121.1								SPUR 5
			7:55			f 1:36		671.3	13	LEAMINGTON 5.0	45	128.7	f 12:05 PM				4:32			37
			8:20			f 1:47		676.3	53	PARLEY 13.0	46	123.7	f 11:55 AM				4:07			31
			9:25			f 2:14		689.3	53	MILLS 7.0	34	110.7	f 11:30				3:01			66
W Y			10:00 10:30			s 2:28 93		696.3	53	D JUAB JA 2.7	0	103.7	s 11:16				2:28 64 1:55			68
								699.0	44	LEVAN 4.6	19	101.0								SPUR 5
			11:00 63			f 2:42		703.6	42	SHARP 7.2	48	96.4	11:00 94				1:20			67
Y			11:25			s 2:56	s 6:40 AM	710.8	22	D NEPHI NI 5.9	58	89.2	s 10:46	8:15 PM			12:50			YARD
			11:43			f 3:09	f 6:54	716.7	15	BURRISTON 1.7	31	83.3	10:35	f 8:02			12:25			12
			11:47 AM			f 3:13	f 6:58	718.4	0	MONA 3.6	31	81.6	f 10:32	f 7:58			12:15			SPUR 14
W			12:01 93 PM			f 3:20	f 7:06	722.0	26	STARR 6.0	32	78.0	f 10:25	f 7:50			12:01 94 PM			34
			12:35			f 3:32	7:21	728.0	63	YORK 2.7	53	72.0	10:13	7:34			11:25 AM			37
			12:55			f 3:40	f 7:30	730.7	0	SANTAQUIN 1.9	53	69.3	f 10:05	f 7:25			11:10			12
								732.6	0	SPRING LAKE 4.2	59	67.4								14
C W Y			1:25			s 3:50	s 7:41	736.8	6	D PAYSON CN 4.8	58	63.2	s 9:56	s 7:12			10:45			71
			1:55			f 3:59	f 7:52	741.6	17	BENJAMIN 2.9	18	58.4	f 9:47	f 6:59			10:20			32
			2:10			s 4:05	s 8:00	744.4	17	D SPANISH FORK SF 3.6	40	55.6	s 9:42	s 6:51			10:00			40
			2:35			f 4:12	f 8:10	748.0	0	SPRINGVILLE 4.7	13	52.0	f 9:35 93	f 6:42			9:00			18
C W Y O			3:05			s 4:20	s 8:20	752.7	26	C PROVO DE 4.5	8	47.3	s 9:25	s 6:30						YARD
								757.3	15	D. & R. G. CROSSING 0.2	2	42.7								
			3:35			f 4:30	f 8:30 93	757.4	0	LAKE VIEW 2.1	2	42.6	f 9:06	f 6:17			8:30 62			52
								759.1	14	VINEYARD 4.0	25	40.9								SPUR 20
			4:15			s 4:44	s 8:42	763.5	28	D PLEAS'NT GROVE Q 3.0	26	36.5	s 8:55	s 6:08			7:45			37
			4:51 64			s 4:51 94	s 8:49 63	766.5	53	D AMERICAN FORK AF 3.0	57	33.5	s 8:49 62	s 6:02			7:25			59
			5:10			s 4:58	s 8:55	769.5	45	D LEHI HI 1.5	0	30.5	s 8:43	s 5:55			7:00			43
C W Y			5:16			s 5:02	s 8:59	771.0	32	D LEHI JUNCTION JN 4.4	0	29.0	s 8:38	s 5:51			6:45			YARD
			5:42 61			f 5:13	f 9:09	775.5	64	MOUNT 2.5	60	24.5	f 8:28	f 5:42 94			6:20			39
								778.0	0	RIDEOUT 4.9	60	22.0								SPUR 8
W			6:35			s 5:27 61	s 9:27	782.3	60	D DRAPER A 4.6	53	17.1	s 8:10	s 5:27 64			5:35			47
			7:05 PM			s 5:38 PM	s 9:40 AM	787.4	53	C SANDY BE	53	12.6	s 8:00 AM	s 5:15 PM			5:05 AM			YARD

Figures shown at Salt Lake City and Sandy are for information only. Use Oregon Short Line Time Table for Running Time.

			7:05 PM			s 5:38 PM	s 9:40 AM		53	C SANDY BE	53		s 8:00 AM	s 5:15 PM			5:05 AM			
W C T T O			8:05 PM			6:05 PM	10:05 AM	800.0		12.6 C SALT LAKE CITY AX C			7:35 AM	4:50 PM			4:00 AM			YARD
			ARRIVE DAILY			ARRIVE DAILY	ARRIVE DAILY			134.1			LEAVE DAILY	LEAVE DAILY			LEAVE DAILY			
			10.6			28.5	26.2			Average Miles per hour			28.5	26.2			10.2			
			12:30			4:40	3:25			Time over Subdivision			4:40	3:25			13:00			

TINTIC SUBDIVISION

SALT LAKE DIVISION

EASTWARD

Fuel, Water, Turntable, Wye, Track Scales	76 Passenger FIRST CLASS	74 Passenger FIRST CLASS	72 Passenger FIRST CLASS	Distance from Mammoth	Ruling Grade Ascending	Time Table No. 44 October 8, 1913. STATIONS	Ruling Grade Ascending	Distance from Tintic	71 Passenger FIRST CLASS	73 Passenger FIRST CLASS	75 Passenger FIRST CLASS	Car Capacity of Sidings
		LEAVE DAILY	LEAVE DAILY						ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY	
		12:40PM			190	D MAMMOTH MO	206	2.9		12:15PM		YARD
	1:12PM		11:13AM	3.5		3.5						
						D EUREKA EX		3.2	11:10AM		1:07PM	YARD
		12:47		0.8	201	2.7	190					
						D. & R. G. CROSSING		2.1		12:08		
	1:22	12:50 75PM	11:23	1.6	0	0.8	201					
						MAMMOTH JUNCT.		1.3	11:00	12:05PM	12:50 74PM	
			11:43AM	3.8	137	3.0				11:45AM		
						D SILVER CITY SY	201	2.3				YARD
	1:40PM			2.9	0	2.3	137		10:50AM			
CWYO						G TINTIC U						
	ARRIVE DAILY	ARRIVE DAILY	ARRIVE DAILY						LEAVE DAILY	LEAVE DAILY	LEAVE DAILY	
	7.5	9.6	9.4			Average Miles per hour			10.5	8.6	7.6	
	0:28	0:10	0:30			Time over Subdivision			0:20	0:30	0:17	

WESTWARD

No. 71 is superior to No. 72

No. 73 is superior to No. 74

No. 75 is superior to No. 76

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

FAIRFIELD SUBDIVISION

SALT LAKE DIVISION

EASTWARD

Fuel, Water, Turntable, Wye, Track Scales	200 Mixed SECOND CLASS	Distance from Boulter	Ruling Grade Ascending	Time Table No. 44 October 8, 1913. STATIONS	Ruling Grade Ascending	Distance from Lehi Junction	201 Mixed SECOND CLASS	Car Capacity of Sidings
	LEAVE Tuesdays						ARRIVE Tuesdays	
			0	BOULTER	87	43.3		67
		1.5		1.5				11
			0	DOREMUS	90	41.8		SPUR
		7.6		6.1				12
			0	DEL MONTE	90	35.7		43
		10.9		3.3				
			0	RUSH VALLEY	59	32.4		50
	1:35PM	14.1		3.2				
WY			57	TOPLIFF	0	29.2	12:05PM	25
		19.7		5.6				
			0	5 MILE PASS	60	23.6		30
	2:35	23.0		3.3				
			5	D FAIRFIELD FB	60	20.3	11:05AM	22
	3:11	28.1		5.1				
W			42	CEDAR FORT	60	15.2	10:29	SPUR
	3:51	36.2		8.1				3
				WEBB		7.1	9:46	
	4:03	38.4		2.2				SPUR
			60	CLINTON	60	4.9	9:35	
	4:35	43.3		4.9				YARD
CWY				LEHI JUNCTION JN			9:05AM	
	ARRIVE Tuesdays			43.3			LEAVE Tuesdays	
	14.4			Average Miles per hour			16.6	
	2:30			Time over Subdivision			2:10	

WESTWARD

No. 201 is superior to No. 200

PIOCHE SUBDIVISION

EASTWARD — SALT LAKE DIVISION — WESTWARD

Time Table No. 44 — October 8, 1913.

Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS 400 Mixed — LEAVE Daily Except Sunday	Distance from Pioche	Ruling Grade Ascending		STATIONS		Ruling Grade Ascending	Distance from Caliente	SECOND CLASS 401 Mixed — ARRIVE Daily Except Sunday	Car Capacity of Sidings
WY	1:30PM			D	PIOCHE	BM		32.7	10:00AM	YARD
	f 2:00	11.2	66		11.2		159	21.5	f 9:05	28
W		12.3	0		DELMUES 1.1		87	20.4		0
	f 2:30	18.2	0		WATER TANK 5.9		92	14.5	f 8:35	37
WYCT	4:00PM	32.7	0		PANACA 14.5		58		7:30AM	YARD
	ARRIVE Daily Except Sunday			G	CALIENTE	CC			LEAVE Daily Except Sunday	
	13.1				32.7				13.1	
	2:30				Average Miles per hour				2:30	
					Time over Subdivision					

No. 401 is superior to No. 400

FRISCO SUBDIVISION

EASTWARD — SALT LAKE DIVISION — WESTWARD

Time Table No. 44 — October 8, 1913.

Fuel, Water, Turntable, Wye, Track Scales	SECOND CLASS 300 Mixed — LEAVE Tuesdays, Thurs. and Saturdays	Distance from Newhouse	Ruling Grade Ascending		STATIONS		Ruling Grade Ascending	Distance from Milford	SECOND CLASS 301 Mixed — ARRIVE Tuesdays, Thurs. and Saturdays	Car Capacity of Sidings
WY	3:30PM		190	D	NEWHOUSE	NE	0	23.5	11:20AM	YARD
	s 4:50	6.7	37		6.7				s10:40	YARD
	f 5:15	13.6	0	D	FRISCO	CO	148	16.8	f 9:40	14
	f 5:30	17.3	0		6.9				f 9:20	SPUR
WCY	5:55PM	23.5			SOLUS 3.7		117	9.9	8:50AM	YARD
	ARRIVE Tuesdays, Thurs. and Saturdays				HICKORY 6.2			6.2	LEAVE Tuesdays, Thurs. and Saturdays	
	9.8			G	MILFORD	FD	84		9.5	
	2:25				23.5				2:30	
					Average Miles per hour					
					Time over Subdivision					

No. 301 is superior to No. 300

Sidings and Spurs Not on Time Table

Los Angeles Division

	LOCATION Miles from Los Angeles	Car Capacity	Switch Connections
First Subdivision			
Pellisser Spur	13.	5	East
Risher Spur	27.8	4	East
Phillips Spur	29.8	50	West
San Antonio Meat Co. Spur	34.1	34	East
Harvey & Brown Spur	39.1	12	West
Winery Spur, Wineville	45.8	155	East
Sand Spur, Wineville	46.1	15	West
L. V. W. Brown Spur	47.1	3	East
Bly Spur—Crestmore Spur	48.3	.....	Both
Cal. Lock and Hardware Spur	53.0	9	East
Palm Avenue Spur	54.9	9	East
Second Subdivision			
Water Track	251.2	12	Both
Third Subdivision			
Hoya Gravel Pit	401.5	47	Both
San Pedro Subdivision			
Fairchild-Gilmore Spur	5.9	43	South
American Beet Sugar Co.	13.3	14	North
Pasadena Subdivision			
Baker Spur	5.3	4	South
Team Track	5.4	4	North
Lumber Yard Spur	11.4	8	South
St. Thomas Subdivision	Miles from Moapa		
Gyp Spur	1.9	84	West
Narrows Spur	5.1	6	West
Wells Spur	8.8	5	West
Kaolin	17.2	3	West

Medical Department

DR. GUY COCHRAN, Chief Surgeon	Los Angeles, Cal.
DR. JOHN V. COCKE, Asst Surgeon	Los Angeles, Cal.
DR. PHILIP STEPHENS, Asst. Surgeon	Los Angeles, Cal
DR. F. S. HARDIN, Asst. Surgeon	Los Angeles, Cal.
DR. E. R. SMITH, Consulting Surgeon	Los Angeles, Cal.
DRS. ROGERS & McCOY, Oculists	Los Angeles, Cal.
DR. ALBERT SOILAND, Radiographer	Los Angeles, Cal.
DR. A. J. HOSMER, Div. Surgeon	Salt Lake City, Utah.
DR. A. J. MURPHY, Asst. Surgeon	Salt Lake City, Utah.
DR. GEO. B. PFOUTZ, Oculist	Salt Lake City, Utah.
DR. E. A. TRIPP, Dentist	Salt Lake City, Utah.
DR. E. F. ROOT. Consulting Surgeon	Salt Lake City, Utah.
DR. F. F. ROWLAND	Pasadena, Cal.
DR. F. W. REYNOLDS, Asst. Surgeon	E. San Pedro, Cal.
DR. F. GARCELON, Asst. Surgeon	Pomona, Cal.
DR. D. N. BACON, Asst. Surgeon	Ontario, Cal.
DR. W. W. ROBLEE, Asst. Surgeon	Riverside, Cal.
DR. C. V. McCONNICO, Asst. Surgeon	San Bernardino, Cal.
DR. D. W. MacKENZIE, Asst. Surgeon	Otis, Cal.
DR. HAL. L. HEWETSON and DR. J. A. FULLER, Asst. Surgeons	Las Vegas, Nev.
DR. T. C. DONNELL, DR. L. A. PERCE	Long Beach, Cal.
DR. J. A. PHIPPS, Asst. Surgeon	Tooele, Utah.
DR. L. B. LAKER, Asst. Surgeon	Tintic, Utah.
DR. Z. G. LOGAN	Ophir, Utah
DR. H. C. HUNTER	Milford, Utah
DR. FRANK TINGES and DR. J. WEST SMITH	Caliente, Nevada
DR. PETERSON, Asst. Surgeon	Sandy, Utah
DR. C. G. STEGALLE, Asst. Surgeon	Draper, Utah
DR. WALTER T. HASLER, Asst. Surgeon	Lehi, Utah.
DR. O. E. GRAU, Asst. Surgeon	Pleasant Grove, Utah.
DR. GEO. E. ROBINSON and DR. D. H. CALDER, Asst. Surgeons	Provo, Utah.
C. E. McDERMID, Asst. Surgeon	Nephi, Utah.
C. W. BANNING, Asst. Surgeon	Frisco, Utah.
DR. IRA F. GOSE, Asst. Surgeon	Eureka, Utah.
DR. G. F. TILSON, Asst. Surgeon	Payson, Utah.
DR. H. E. ROBINSON, Asst. Surgeon	American Fork, Utah.

Salt Lake Division

	LOCATION Miles from Los Angeles	Car Capacity	Switch Connections
Sixth Subdivision:			
Kesler's Spur	767.6	49	East
Honerine Spur	744.8	132	East
Stockton Gravel Pit	743.2	14	West
Provo Subdivision:			
Sand Spur	774.2	13	West
Lehi Sugar Spur	769.1	230	East
Vineyard Fruit Spur	758.7	11	East
Utah-Idaho Sugar Co. Spur	754.8	114	East
Utah-Idaho Sugar Co. Spur	750.7	10	East
Fairfield Subdivision:	Miles from Lehi Junction		
Clinton Spur	4.9	200	East
Fairfield Wool Spur	21.0	5	West
Topliff Spurs	29.3	.....	.....
Spurs to U. S. Lime Quarries	.....	200	East
West Leg of Wye	.....	28	Both
Spur to Utah-Idaho Sugar Co.	.....	85	East
Spur to A. S. & R. Co. Quarries	.....	528	East
Powder Spur	.....	5	West
A. S. & R. Storage Yard	.....	36	Both
Switch Back Siding	.....	20	Both
Hammond Spur	42.3	20	West
Frisco Subdivision:	Miles from Milford		
Hickory Spur	6.2	181	East
Horn Silver Mine Extension	16.9	.....	.....
Town Spur Frisco	17.3	90	West
Hoist Spur	17.8	13	East
Team Spur	17.8	1	East
Ore Bin Spur	17.8	30	East
Tank Spur	17.8	6	West
Ore Bin Track	17.8	6	East
Tintic Subdivision:	Miles from Tintic		
New East Tintic Railway	3.1	.....	East
Siding	3.8	3	.....
Carisa Mine Spur	4.4	2	East
Spur to Lower Mammoth Mines	4.5	17	East
Gold Chain Spur	4.7	8	East
Spur to Ore Bins	4.8	22	East
Sioux Tunnel Siding	4.8	3	.....
Mammoth Mine Team Spur	5.1	7	West
Mammoth Mine Coal Spur	5.1	2	East
Northern Spy Extension	1.9	.....	East
Team Spur	2.7	7	East
Tesora Spur	3.7	7	East
Northern Spy Siding	4.8	11	.....

Licensed Watch Inspectors

LUCKENBACH & CO., 445 S. Spring Street	Los Angeles, Cal.
Wm. MANSON	San Bernardino, Cal.
LUCKENBACH & CO	Las Vegas, Nev.
BOYD PARK	Salt Lake City, Utah.
G. W. MORELAND	Milford, Utah

RATING OF LOCOMOTIVES IN FREIGHT SERVICE,

In Tons of 2,000 Pounds

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

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

		LOS ANGELES to SALT LAKE													SALT LAKE to LOS ANGELES										
		LOS ANGELES DIVISION							SALT LAKE DIVISION						SALT LAKE DIVISION							LOS ANGELES DIVISION				
CLASSIFICATION	NUMBERS ENGINE	LOS ANGELES to SAN BERNARDINO	SAN BERNARDINO to SUMMIT	SUMMIT to OTIS	OTIS to KELSO	KELSO to CIMA	CIMA to LEITH	LEITH to CALIENTE	CALIENTE to CRESTLINE	CRESTLINE to MILFORD	MILFORD to LYNNDYL	LYNNDYL to BOULTER	BOULTER to SALT LAKE	SALT LAKE to LAKE POINT	LAKE POINT to BOULTER	BOULTER to LYNNDYL	LYNNDYL to MILFORD	MILFORD to UVADA	UVADA to CRESTLINE	CRESTLINE to CALIENTE	CALIENTE to MOAPA	MOAPA to LAS VEGAS	LAS VEGAS to OTIS	OTIS to VICTORVILLE	VICTORVILLE to SUMMIT	SUMMIT to SAN BERNARDINO	SAN BERNARDINO to LOS ANGELES
C57 21/30 173	3500 Class	1350	360	2400	1350	503	1350	900	590	3000	1800	1400	2000	1800	1280	3000	1700	2100	1280	3000	2400	1350	1250	1350	810	2400	1620
C57 22/30 187	3600 Class	1450	400	2400	1400	586	1400	950	670	3000	2000	1550	2200	2000	1417	3000	1900	2233	1400	3000	2400	1450	1362	1500	900	2400	2000
P77 22/28 141	3400 Class	903	235	1500	903	368	903	596	400	3000	1250	903	1250	1250	900	3000	1250	1635	903	3000	1500	903	903	903	542	2400	1250
P77 25/28 166	3430 Class	1202	328	2000	1202	503	1202	800	550	3000	1656	1202	1656	1656	1200	3000	1656	2046	1202	3000	2000	1202	1202	1202	730	2400	1656

Length of Stems of Wyes

Los Angeles Division

Location	Feet
Los Angeles	600
Ostend (mile 24)	510
Otis	335
Balch	564
Kelso	334
Cima	465
Las Vegas	450
Moapa	275
Leith	316
St. Thomas	465

Salt Lake Division

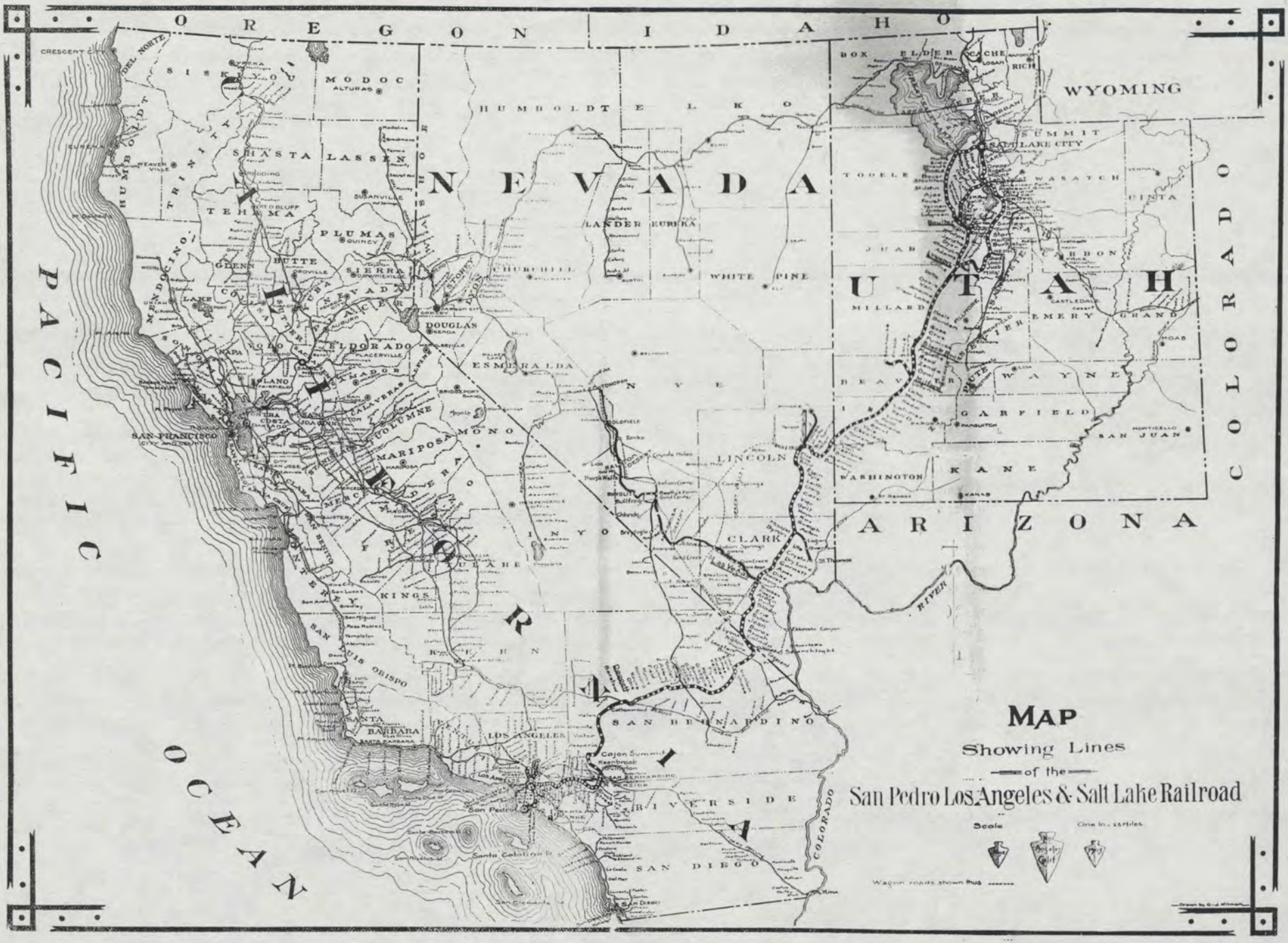
Location	Feet
Caliente	1500
Crestline	691
Modena	777
Lund	1466
Milford	494
Oasis	234
Tintic	1500
Tooele	1500
Smelter	531
Juab	288
Newhouse	502
Payson	404
Provo	188

Summary of Mileage

Los Angeles Division:		
Main Line	462.8	
San Pedro Subdivision	27.1	
Pasadena Subdiviison	12.8	
Glendale Subdivision	7.1	
St. Thomas Subdivision	21.3	531.1
Salt Lake Division:		
Main Line	324.1	
Provo Subdivision	134.1	
Fairfield Subdivision	43.3	
Frisco Subdivision	23.5	
Pioche Subdivision	32.7	
Tintic Subdivision	7.4	
Freight Track Buena Vista to Salt Lake	4.3	569.4
Total		1100.5

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF 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	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 12 sec.	50.00	1 min. 33 sec.	38.71	1 min. 54 sec.	31.58	2 min. 15 sec.	26.67	2 min. 36 sec.	23.08	2 min. 57 sec.	20.34	3 min. 18 sec.	18.18	3 min. 39 sec.	16.43
1 " 13 "	49.31	1 " 34 "	38.29	1 " 55 "	31.30	2 " 16 "	26.47	2 " 37 "	22.93	2 " 58 "	20.22	3 " 19 "	18.09	3 " 40 "	16.36
1 " 14 "	48.65	1 " 35 "	37.89	1 " 56 "	31.03	2 " 17 "	26.28	2 " 38 "	22.78	2 " 59 "	20.11	3 " 20 "	18.00	3 " 41 "	16.29
1 " 15 "	48.00	1 " 36 "	37.50	1 " 57 "	30.77	2 " 18 "	26.09	2 " 39 "	22.64	3 " 0 "	20.00	3 " 21 "	17.91	3 " 42 "	16.22
1 " 16 "	47.37	1 " 37 "	37.11	1 " 58 "	30.51	2 " 19 "	25.90	2 " 40 "	22.50	3 " 1 "	19.89	3 " 22 "	17.82	3 " 43 "	16.14
1 " 17 "	46.74	1 " 38 "	36.73	1 " 59 "	30.25	2 " 20 "	25.71	2 " 41 "	22.36	3 " 2 "	19.78	3 " 23 "	17.73	3 " 44 "	16.07
1 " 18 "	46.15	1 " 39 "	36.36	2 " 0 "	30.00	2 " 21 "	25.53	2 " 42 "	22.22	3 " 3 "	19.67	3 " 24 "	17.64	3 " 45 "	16.00
1 " 19 "	45.57	1 " 40 "	36.00	2 " 1 "	29.75	2 " 22 "	25.35	2 " 43 "	22.08	3 " 4 "	19.56	3 " 25 "	17.56	3 " 46 "	15.93
1 " 20 "	45.00	1 " 41 "	35.64	2 " 2 "	29.50	2 " 23 "	25.17	2 " 44 "	21.95	3 " 5 "	19.46	3 " 26 "	17.48	3 " 47 "	15.86
1 " 21 "	44.44	1 " 42 "	35.29	2 " 3 "	29.27	2 " 24 "	25.00	2 " 45 "	21.82	3 " 6 "	19.35	3 " 27 "	17.39	3 " 48 "	15.79
1 " 22 "	43.90	1 " 43 "	34.95	2 " 4 "	29.03	2 " 25 "	24.83	2 " 46 "	21.69	3 " 7 "	19.25	3 " 28 "	17.31	3 " 49 "	15.72
1 " 23 "	43.37	1 " 44 "	34.61	2 " 5 "	28.80	2 " 26 "	24.66	2 " 47 "	21.56	3 " 8 "	19.15	3 " 29 "	17.22	3 " 50 "	15.65
1 " 24 "	42.86	1 " 45 "	34.29	2 " 6 "	28.57	2 " 27 "	24.49	2 " 48 "	21.43	3 " 9 "	19.05	3 " 30 "	17.14	3 " 51 "	15.58
1 " 25 "	42.35	1 " 46 "	33.96	2 " 7 "	28.34	2 " 28 "	24.32	2 " 49 "	21.30	3 " 10 "	18.95	3 " 31 "	17.06	3 " 52 "	15.51
1 " 26 "	41.86	1 " 47 "	33.64	2 " 8 "	28.12	2 " 29 "	24.16	2 " 50 "	21.17	3 " 11 "	18.85	3 " 32 "	16.98	3 " 53 "	15.45
1 " 27 "	41.38	1 " 48 "	33.33	2 " 9 "	27.91	2 " 30 "	24.00	2 " 51 "	21.05	3 " 12 "	18.75	3 " 33 "	16.90	3 " 54 "	15.38
1 " 28 "	40.91	1 " 49 "	33.03	2 " 10 "	27.69	2 " 31 "	23.84	2 " 52 "	20.93	3 " 13 "	18.65	3 " 34 "	16.82	3 " 55 "	15.32
1 " 29 "	40.45	1 " 50 "	32.73	2 " 11 "	27.48	2 " 32 "	23.68	2 " 53 "	20.81	3 " 14 "	18.55	3 " 35 "	16.74	3 " 56 "	15.25
1 " 30 "	40.00	1 " 51 "	32.43	2 " 12 "	27.27	2 " 33 "	23.53	2 " 54 "	20.69	3 " 15 "	18.46	3 " 36 "	16.66	3 " 57 "	15.19
1 " 31 "	39.56	1 " 52 "	32.14	2 " 13 "	27.09	2 " 34 "	23.38	2 " 55 "	20.57	3 " 16 "	18.37	3 " 37 "	16.59	3 " 58 "	15.12
1 " 32 "	39.13	1 " 53 "	31.86	2 " 14 "	26.87	2 " 35 "	23.23	2 " 56 "	20.45	3 " 17 "	18.28	3 " 38 "	16.51	3 " 59 "	15.06
														4 " 0 "	15.00


OREGON
IDAHO
WYOMING
COLORADO
NEVADA
UTAH
ARIZONA
PACIFIC OCEAN
COLORADO RIVER
SAN FRANCISCO
SALT LAKE CITY
MAP
Showing Lines
of the
San Pedro Los Angeles & Salt Lake Railroad
Scale
Wagon roads shown thus