



**UNION PACIFIC RAILROAD COMPANY**  
**South-Central District**



**Los Angeles Division**  
**TIME-TABLE**  
**No. 16**

**Effective Sunday**  
**May 7, 1939**

**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			
SECOND CLASS		FIRST CLASS					Distance from Salt Lake City to Los Angeles Union Station	Time Table No. 16 May 7, 1939	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS		
259 Time Freight Daily	257 Time Freight Daily	5 Mail and Express Daily	103 Streamliner Passenger Daily	717 Challenger Passenger Daily	7 Passenger Daily	21 Passenger Daily				STATIONS	14 Passenger Daily	104 Streamliner Passenger Daily	8 Passenger Daily	818 Challenger Passenger Daily	6 Mail and Express Daily	264 Time Freight Daily	262 Time Freight Daily
7.30PM	6.30AM	11.25PM	6.10PM	10.05AM	10.00AM	1.15AM	0.0	SALT LAKE CITY	784.0	A 6.25AM	A 10.24AM	A 5.50PM	A 6.00PM	A 6.10PM	A 8.00AM	A 4.50AM	
8.24	7.40	11.51PM	6.29	10.37	10.27	1.38	15.7	GARFIELD	768.3	5.59	10.02	5.23	5.35	5.44	7.15	3.20	
9.19PM	8.35AM	12.15AM	6.49	11.12AM	10.59AM	2.05	35.8	WARNER	748.2	5.33	9.43	4.59	5.11	5.22	5.55	2.05AM	
2.15AM	12.15PM	2.05	8.07	1.30PM	1.15PM	4.10	118.1	LYNNDYL	665.9	3.18	8.23	3.01	3.15	3.39	2.15AM	10.15PM	
6.35	4.00	4.00	9.17	4.00	3.40	5.59	207.2	MILFORD	576.8	1.05	7.10	1.08	1.30	1.50	10.15PM	5.30	
7.54	5.04	4.44	9.44	4.46	4.28	6.44	242.6	LUND	541.4	12.15AM	6.44	12.17PM	12.41PM	1.01PM	8.15	2.45PM	
11.45AM	8.00	5.55	10.23PM	6.10	5.50	7.55	324.5	PT CALIENTE MT	459.5	10.02PM	5.04	10.10AM	10.45AM	11.05AM	5.00PM	10.45AM	
2.59PM	10.57PM	7.53	12.10AM	8.18	8.01	10.02	400.9	MOAPA	383.1	6.39	2.11	6.38	7.18	7.53	11.43AM	4.32	
8.00PM	3.00AM	9.00AM	1.06	9.40PM	9.20PM	11.20 AM	449.8	LAS VEGAS	334.2	5.35	1.22AM	5.35	6.20	7.00	10.00	2.30AM	
8.30AM	12.15PM	1.00PM	4.03	2.52AM	2.30AM	3.45PM	620.8	YERMO	163.2	1.10	10.07PM	1.15	1.45	3.02	12.30AM	3.35PM	
9.10AM	1.00	1.25	4.22	3.30	3.10	4.15	634.2	BARSTOW	150.1	12.40PM	9.50	12.45AM	1.10AM	2.33	10.10PM	12.40PM	
2.45PM	5.45	3.37	6.16	6.00	5.45	6.25	715.0	SAN BERNARDINO	67.3	10.20AM	8.08	10.25PM	10.35PM	12.22	5.30	8.00AM	
3.00	5.55	3.44	6.23	6.08	5.53	6.35	718.3	COLTON	64.5	10.02	7.56	10.07	10.17	12.10AM	3.30	3.00	
3.30	6.15	4.02	6.37	6.25	6.13	6.52	725.5	RIVERSIDE	57.5	9.50	7.47	9.55	10.05	11.57PM	2.35	2.00AM	
A 7.00PM	A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 8.45PM	784.7	LOS ANGELES	0.0	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM	
(48.80) 16.2	(39.30) 19.8	(19.25) 40.4	(14.50) 52.9	(23.30) 33.4	(28.80) 33.4	(20.30) 38.3	.....	Thru Time.....	(21.35) 36.6	(14.54) 52.6	(20.50) 37.6	(20.55) 37.5	(18.40) 42.0	(42.30) 18.4	(52.20) 15.0	.....	
							MILEAGE:										
							Main Line.....							924.8			
							Branches.....							294.2			
							Total.....							1219.0			
<p>★ 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.</p>																	
<p><b>W. H. GUILD</b> General Manager</p>								<p><b>G. L. WHIPPLE</b> General Superintendent Transportation</p>									
<p><b>E. C. MANSON, Assistant General Manager</b></p>																	
<p><b>H. H. LARSON, Superintendent</b> ..... Los Angeles, Cal.  <b>E. MARKSHEFFEL, Terminal Superintendent</b>.... Los Angeles, Cal.  <b>D. F. WENGERT, Trainmaster</b>..... Las Vegas, Nevada  <b>W. J. MORRISON, Trainmaster</b>..... Salt Lake City, Utah</p>																	
<p><u>First Subdivision and Branches</u></p> <p><b>G. A. ZENTMYER, Chief Train Dispatcher</b></p> <p>J. T. WARDENBURG }          F. H. CRAWFORD } Train Dispatchers,          D. M. JONES } Los Angeles, Cal.          F. V. COX }</p>								<p><u>Fourth, Fifth, Sixth and Provo Subdivisions and Branches</u></p> <p><b>C. E. AYE, Chief Train Dispatcher</b></p> <p><b>O. J. LANGSTON, Night Chief Train Dispatcher</b></p> <p>L. E. HALBERT }          L. G. CAMPBELL }          J. C. HAYMOND }          W. H. POWERS } Train Dispatchers,          F. J. HOLDERMAN } Salt Lake City, Utah          L. W. FLAHERTY }          L. E. STORRS }          E. R. GUYE }          E. C. BULLIS }</p>									
<p><u>Second and Third Subdivisions and Branches</u></p> <p><b>T. W. FRENCH, Chief Train Dispatcher</b>  <b>F. S. HIRSCH, Night Chief Train Dispatcher</b></p> <p>V. G. HAM }          W. McCALL } Train Dispatchers,          A. L. GIFFORD } Las Vegas, Nev.          T. J. KELLY }</p>																	

WESTWARD				PROVO SUBDIVISION				EASTWARD						
SECOND CLASS				Time Table No. 16 May 7, 1939				SECOND CLASS						
		93 Local Freight Daily	305 Mixed Daily	Distance from Salt Lake City	STATIONS				Distance from First Street Los Angeles	306 Mixed	94 Local Freight			
WFYOTP		10.30AM	2.00AM	0.0	DN-R	SALT LAKE CITY	VN-C	800.0	A	1.45PM	A	5.50PM		
		10.40	2.10	1.3		EIGHTH SOUTH ST.		798.7		1.30		5.35		
		11.30AM	f 2.50AM	12.6	DN	SANDY	BR	787.4	f	12.30PM		4.45PM		
2,488 PW		11.40	f 3.05	17.1	D	DRAPER	A	782.9	f	12.15PM		4.35		
373 P				22.0		RIDEOUT	(Spur)	778.0						
3,655 West 3,453 East	P	11.55AM	f 3.20	24.5		MOUNT		775.5	f	11.55AM		4.20		
3,603 WYP		12.10PM	f 3.30	29.0		CUTLER		771.0	f	11.30		4.05		
1,697 P		12.15	f 3.35	30.5	D	LEHI	HI	769.6	f	11.15		3.55		
2,245 P		12.22	f 3.42	33.5	D	AMERICAN FORK	AF	766.5	f	11.05		3.45		
	I			34.0		S. L. & U. CROSSING		766.0						
3,702 P		12.30	f 3.50	36.5	D	PLEASANT GROVE	GO	763.5	f	10.50		3.35		
1,379				38.2		HARDY	(Spur)	761.8						
807				40.9		VINEYARD		759.1	f	10.35		3.25		
3,708 P		12.45	f 4.00	42.6		LAKEVIEW		757.4	f	10.25		3.15		
	I			42.7		D. & B. G. W. CROSSING		757.3						
FWPOTY		A 1.00PM	s 6.00	47.8	DN-R	PROVO	VO UR	752.7	s	10.15		3.00PM		
733			f 6.10	52.0		SPRINGVILLE		748.0	f	9.00				
1,601 P			f 6.20	55.6	D	SPANISH FORK	SF	744.4	f	8.47				
2,702 P			f 6.26	58.4		BENJAMIN		741.6	f	8.40				
2,647 PWY			f 6.45	63.2	D	PAYSON	CN	736.8	f	8.30				
545			f 6.55	67.4		BARRY		732.6	f	8.15				
2,686 P			f 7.00	69.3		SANTAQUIN		730.7	f	8.11				
1,431 P			f 7.06	72.0		YORK		728.0	f	8.05				
2,665 PW			f 7.18	78.0		STARR		722.0	f	7.50				
827			f 7.26	81.6		MONA		718.4	f	7.40				
2,214 P			f 7.35	83.8		BURRISTON		716.7	f	7.35				
2,650 PWY			f 8.15	89.2	D	NEPHI	NI	710.8	s	7.15				
2,712 P			f 8.35	96.4		SHARP		708.6	f	6.45				
290			f 8.50	101.0		LEVAN	(Spur)	699.0	f	6.30				
2,679 PW			f 9.00	103.7		JUAB		693.3	f	6.20				
2,636 PW			f 9.20	110.7		MILLS		689.3	f	6.00				
1,310 P			f 9.40	118.9		PARLEY		681.1	f	5.40				
646 P			f 9.45	121.0		SOMA		679.0	f	5.30				
1,511 P			f 10.00	128.7		LEAMINGTON		671.3	f	5.15				
PFTWY		A 10.30AM		134.1	DN-R	LYNNDYL	NY	665.9	f	5.00AM				
		(2.30) 18.9	(8.30) 15.8	.....	Time.....				(8.45) 15.3	(2.50) 16.7	.....			
<p>..... Average Speed Per Hour.....</p>														
<p>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.</p>														



**WESTWARD FIFTH SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, water and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 16 May 7, 1939	STATIONS	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express				Automatic Block Signals
	Daily	Daily	* See note below	Daily	Daily	Daily	Daily				
PTWY	12.16PM	2.15AM	8.07PM	1.30PM	1.15PM	4.10AM	2.05AM	118.1	DN-R LYNN DY L NY		
3,507 P	12.25	2.30	8.12	1.38	1.22	4.17	2.11	123.7	CLINE		
4,743 P	12.33	2.51	8.16	1.45	1.27	4.22	2.16	128.5	STRONG		
2,448 4,679 PWY	12.42	3.05	8.22	s 1.53 f 1.34	s 4.32	2.23	134.6	DN DELTA AK	DELTA		
3,628 P	12.50	3.15	8.26	1.59	1.40	s 4.38	2.31	139.6	OASIS		
4,596 P	12.57	3.23	8.29	2.05	1.45	4.43	2.36	144.1	VAN		
3,973 P	1.04	3.31	8.32	2.12	1.50	4.47	2.41	148.5	JEROME		
3,987 P	1.11	3.40	8.35	2.27	1.55	f 4.52	2.46	153.0	CLEAR LAKE		
4,553 P	1.20	3.50	8.38	2.33	2.00	4.57	2.51	158.1	NEELS		
4,563 P	1.28	4.00	8.41	2.40	2.17	5.02	2.56	163.0	BORDEN		
3,628 P	1.48	4.15	8.47	2.49	2.33	5.09	3.05	169.4	BLOOM		
4,538 P	2.05	4.25	8.51	2.55	2.39	5.14	3.11	174.4	CRUZ		
4,506 P	2.20	4.35	8.55	3.02	2.47	5.19	3.17	179.4	PUMICE		
4,582 PW	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		
3,600 P	2.50	5.05	9.07	3.23	3.07	5.34	3.34	194.3	READ		
4,543 P	2.57	5.15	9.10	3.30	3.14	5.39	3.39	198.9	ZENDA		
3,588 P	3.05	5.25	9.13	3.39	3.20	5.43	3.43	203.0	OPAL		
PFWTYO	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		

(3.05) 28.9      (3.25) 26.5      (1.10) 76.4      (2.20) 38.2      (2.15) 39.6      (1.40) 53.4      (1.45) 50.9      ..... Thru 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 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, water and telephones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 16 May 7, 1939	STATIONS	
	262 Time Freight	264 Time Freight	14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express				Automatic Block Signals
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
PTWY	A 9.15PM	A 1.15AM	A 3.08AM	A 8.23AM	A 2.51PM	A 3.05PM	A 3.29PM	665.9	DN-R LYNN DY L NY		
3,507 P	9.00	1.01	2.58	8.16	2.43	2.58	3.22	660.3	OLINE		
4,743 P	8.40	12.53	2.51	8.12	2.38	2.53	3.17	655.5	STRONG		
2,448 4,679 PWY	8.22	12.42	s 2.42	8.07	f 2.30	s 2.46	s 3.10	649.4	DN DELTA AK		
3,628 P	8.00	12.28	f 2.31	8.02	2.22	2.40	3.03	644.4	OASIS		
4,596 P	7.50	12.18	2.21	7.59	2.17	2.35	2.58	639.9	VAN		
3,973 P	7.40	12.10AM	2.15	7.56	2.12	2.31	2.54	635.5	JEROME		
3,987 P	7.30	11.59PM	f 2.09	7.53	2.05	2.27	2.50	631.0	CLEAR LAKE		
4,553 P	7.15	11.48	2.02	7.50	2.00	2.22	2.45	626.9	NEELS		
4,563 P	7.05	11.40	1.56	7.46	1.55	2.17	2.40	621.0	BORDEN		
3,628 P	6.50	11.26	1.48	7.40	1.48	2.10	2.33	614.8	BLOOM		
4,538 P	6.40	11.16	1.42	7.36	1.43	2.05	2.25	609.6	CRUZ		
4,506 P	6.30	11.06	1.37	7.32	1.38	2.00	2.20	604.6	PUMICE		
4,582 PW	6.20	10.57	f 1.31	7.28	1.33	1.55	2.15	599.4	D BLACK ROCK KO		
4,492 P	6.10	10.47	1.25	7.24	1.28	1.50	2.10	594.7	MALONE		
3,600 P	6.00	10.39	1.20	7.20	1.23	1.45	2.05	589.7	READ		
4,533 P	5.50	10.32	1.15	7.17	1.18	1.40	2.00	585.1	ZENDA		
3,588 P	5.40	10.25	1.11	7.14	1.14	1.36	1.56	581.0	OPAL		
PFWTYO	5.30PM	10.15PM	1.05AM	7.10AM	1.08PM	1.30PM	1.50PM	576.8	DN-R MILFORD FD		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	89.1			

Thru Time ..... (2.03) 43.5      (1.13) 73.2      (1.43) 51.9      (1.35) 56.3      (1.39) 54.0      (3.45) 23.8      (3.00) 29.7  
Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 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. 16 May 7, 1939	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			
PTYFWO	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 PW	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	4.10	f 6.23	4.23	229.2	6.8 NADA	
5.105 P	4.47	7.38	9.37	4.31	4.15	6.28	4.28	233.5	4.3 LATIMER	
4.639 P	4.55	7.45	9.40	4.36	4.20	6.33	4.33	238.2	4.7 KERR	
4.160 PFWY	5.04	7.54	9.44	f 4.46	f 4.28	f 6.44	s 4.44	242.6	4.4 DN LUND UN	
3.624 P	5.12	8.02	9.48	4.53	4.35	6.51	4.51	247.6	5.0 FORD	
4.762 P	5.20	8.10	9.51	4.59	4.41	6.56	4.56	252.5	4.9 ZANE	
3.619 PW	5.28	8.18	9.55	5.04	4.46	7.01	5.01	257.3	4.8 BERYL	
3.608 P	5.36	8.26	9.59	5.10	4.53	7.07	5.07	262.9	5.6 YALE	
4.563 P	5.44	8.34	10.03	5.16	4.59	7.13	5.13	268.2	5.3 HEIST	
4.853 FWYP	5.57	8.45	10.08	5.28	5.12	f 7.23	f 5.20	274.2	6.0 DN MODENA NA	
3.575 P	6.05	8.53	10.11	5.33	5.17	7.29	5.24	278.1	3.9 TOMAS	
3.649 P	6.12	9.00	10.15	5.39	5.23	7.34	5.29	282.8	4.7 UVADA	
2.510 P	6.20	9.08	10.19	5.46	5.30	7.39	5.33	286.2	3.4 LIEN	
5.507 PY	6.29	9.17	10.27	5.55	5.40	7.47	5.41	290.3	4.1 DN CRESTLINE NE	
4.746 P	6.40	9.27	10.33	6.01	5.45	7.52	5.54	294.7	4.4 BROWN	
3.615 PW	6.51	9.38	10.40	6.07	5.51	7.58	6.00	299.4	4.7 ACOMA	
3.588 P	7.06	9.53	10.48	6.16	6.00	8.06	6.09	305.4	6.0 BARCLAY	
4.947 PY	7.16	10.01	10.54	6.23	6.07	8.13	6.15	308.7	3.3 D ISLEN SN	
4.454 P	7.40	10.26	11.08	6.41	6.25	8.29	6.31	315.6	6.9 MINTO	
4.836 P	7.50	10.53 11.12	11.14	6.47	6.31	8.35	6.37	319.7	4.1 ECCLES	
PFWYT A	8.00PM	A 11.45AM	A 11.23PM	A 6.55PM	A 6.40PM	A 8.43AM	A 6.45AM	324.6	4.8 DN-R CALIENTE CS	
	(4.00) 29.3	(5.10) 22.7	(2.06) 56.0	(2.55) 40.2	(3.00) 39.1	(2.44) 42.9	(2.45) 42.7		117.3	

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. 16 May 7, 1939	STATIONS
	262 Time Freight	264 Time Freight	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
PTYFWO	4.30PM	9.35PM	7.10AM	12.58PM	1.20PM	1.40PM	12.55AM	576.8	DN-R MILFORD FD	
5.103 P	4.12 3.48	9.22	7.04	12.51	1.13	1.34	12.47	571.7	5.1 UPTON	
4.987 P	3.28	8.58	7.01	12.46	1.08	1.29	12.42	566.6	5.1 LAHO	
4.948 PW	3.20	8.50	6.58	12.41	1.03	1.24	12.37	561.6	5.0 THERMO	
4.593 P	3.12	8.38	6.53	12.34	12.56	1.17	12.30	554.8	6.8 NADA	
5.105 P	3.05	8.30	6.50	12.29	12.51	1.12	12.25	550.5	4.3 LATIMER	
4.639 P	2.55	8.22	6.47	12.24	12.47	1.07	12.20	545.8	4.7 KERR	
4.160 PFWY	2.45	8.15	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	8.05	6.39	12.07	12.32	12.53	12.04AM	536.4	5.0 FORD	
4.762 P	2.20	7.57	6.36	12.02PM	12.27	12.48	11.59PM	531.5	4.9 ZANE	
3.619 PW	2.10	7.49	6.32	11.57AM	12.22	12.43	11.54	526.7	4.8 BERYL	
3.608 P	1.59	7.39	6.28	11.51	12.17	12.37	11.48	521.1	5.6 YALE	
4.563 P	1.51	7.32	6.24	11.45	12.12	12.32	11.42	515.8	5.3 HEIST	
4.853 FWYP	1.42	7.20	6.19	11.38	12.06	f 12.26	f 11.36	509.8	6.0 DN MODENA NA	
3.575 P	1.32	7.12	6.16	11.32	12.01PM	12.22	11.29	505.9	3.9 TOMAS	
3.649 P	1.22	7.05	6.12	11.27	11.57AM	12.17	11.24	501.2	4.7 UVADA	
2.510 P	1.16	6.59	6.08	11.22	11.53	12.12	11.19	497.8	3.4 LIEN	
5.507 PY	1.05	6.52	6.00	11.14	11.45	12.05PM	11.12	493.7	4.1 DN CRESTLINE NE	
4.746 P	12.45	6.40	5.54	11.05	11.36	11.59AM	11.05	489.3	4.4 BROWN	
3.615 PW	12.30	6.30	5.47	10.58	11.29	11.51	10.57	484.6	4.7 ACOMA	
3.588 P	12.10PM	6.16 6.00	5.39	10.49	11.20	11.42	f 10.48	478.6	6.0 BARCLAY	
4.947 PY	11.55AM	6.42	5.33	10.43	11.15	11.35	10.36	475.3	3.3 D ISLEN SN	
4.454 P	11.30	5.20	5.19	10.26	10.59	11.19	10.19	468.4	6.9 MINTO	
4.836 P	11.12	5.10	5.13	10.18	10.53	11.12	10.11	464.3	4.1 ECCLES	
PFWYT A	10.45AM	5.00PM	5.04AM	10.10AM	10.45AM	11.05AM	10.02PM	459.5	4.8 DN-R CALIENTE CS	
	(4.00) 29.3	(5.10) 22.7	(2.06) 56.0	(2.55) 40.2	(3.00) 39.1	(2.44) 42.9	(2.45) 42.7		117.3	

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**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning sidings, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 16 May 7, 1939	STATIONS
	257 Time Freight Daily	259 Time Freight Daily	103 Streamliner Passenger ★See note below	717 Challenger Passenger Daily	7 Passenger Daily	21 Passenger Daily	5 Mail and Express Daily			
	8.00PM	11.45AM	10.23PM	6.10PM	5.50PM	7.55AM	5.55AM			
WFYTP								324.5	DN-R CALIENTE CS	
4,607 P	8.12	12.02PM	10.30	6.18	5.58	8.03	6.02	329.5	ETNA 5.0	
3,607 P	8.32	12.15	10.38	6.26	6.07	8.11	6.09	334.5	STINE 4.6	
4,889 P	8.47	12.30	10.46	6.34	6.15	8.25	6.16	339.1	BOYD 6.5	
3,589 WP	9.01	12.45	10.57	f 6.45	6.26	f 8.37	6.26	345.6	ELGIN 4.3	
2,735 P	9.12	12.57	11.04	6.53	6.32	8.45	6.34	349.9	KYLE 5.0	
3,641 YP	9.23	1.09	11.12	7.01	6.39	8.55	6.42	354.9	LEITH 6.1	
2,617 P	9.31	1.30	11.17	7.08	6.45	9.02	6.49	360.0	CLOUD 4.9	
3,418 WFP 2,476	9.39	1.40	11.22	f 7.16	6.53	f 9.09	6.54	364.9	DN OARP CA	
4,792 P	9.50	1.51	11.31	7.25	7.02	9.18	7.03	370.5	VIGO 5.6	
3,623 P	10.02	2.03	11.39	7.39	7.15	9.27	7.13	375.5	GALT 5.0	
2,690 P	10.16	2.17	11.48	7.49	7.28	9.36	7.25	381.1	HOYA 5.0	
3,812 WP	10.31	2.32	11.54	7.58	7.38	9.43	7.38	386.1	BOX 4.5	
4,727 P	10.41	2.42	11.59PM	8.04	7.47	9.49	7.43	390.6	FARRIER 5.3	
2,674 P	10.50	2.51	12.05AM	8.11	7.54	9.55	7.48	395.9	ACTON 5.0	
5,807 WYP	10.57	2.59	12.10	f 8.18	f 8.01	f 10.02	f 7.53	400.9	DN MOAPA MA	
2,612 P	11.21	3.08	12.15	8.26	8.08	10.10	7.58	405.9	BYRON 4.6	
4,666 P	11.30	3.16	12.19	8.32	8.14	10.16	8.03	410.5	UTE 4.9	
2,681 P	11.38	3.25	12.23	8.38	8.19	10.21	8.08	415.4	CRYSTAL 5.6	
3,553 WP	11.48PM	3.40	12.28	8.45	8.26	10.28	8.14	421.0	DRY LAKE 5.5	
2,702 P	12.01AM	3.55	12.34	8.52	8.33	10.35	8.21	426.5	GARNET 5.5	
4,525 P	12.10	4.10	12.41	8.59	8.41	10.43	8.28	432.0	APEX 5.0	
2,698 P	12.18	4.20	12.47	9.05	8.47	10.49	8.34	437.0	DIKE 4.6	
3,647 P	12.25	4.30	12.51	9.10	8.52	10.54	8.39	441.6	VALLEY 3.7	
5,045 P	12.33	4.40	12.54	9.15	8.56	10.58	8.43	445.3	WANN 4.5	
WFYTOP	A 12.45AM	A 5.00PM	A 1.01AM	A 9.25PM	A 9.05PM	A 11.05AM	A 8.50AM	449.8	DN-R LAS VEGAS VG	
	(4.45) 26.3	(5.15) 23.9	(2.38) 47.6	(3.15) 38.5	(3.15) 38.5	(3.10) 39.6	(2.55) 43.0		125.3	

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.

**THIRD SUBDIVISION**

**EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning sidings, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 16 May 7, 1939	STATIONS
	262 Time Freight Daily	264 Time Freight Daily	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger			
	8.30AM	3.00PM	4.04AM	8.55AM	9.30AM	9.55AM	8.50PM			
WFYTP								459.5	DN-R CALIENTE CS	
4,607 P			3.56	8.44	9.21	9.45	f 8.40	454.5	ETNA 5.0	
3,607 P			3.48	8.34	9.12	9.35	f 8.32	449.5	STINE 4.6	
4,889 P			3.40	8.25	9.04	9.25	8.22	444.9	BOYD 6.5	
3,589 WP			3.29	8.13	8.52	9.14	f 8.11	438.4	ELGIN 4.3	
2,735 P			3.22	8.05	8.45	9.04	f 8.02	434.1	KYLE 5.0	
3,641 YP			3.13	7.56	8.36	8.55	f 7.53	429.1	LEITH 6.1	
2,617 P			3.07	7.48	8.29	8.49	7.47	424.0	CLOUD 4.9	
3,418 WFP 2,476			3.01	7.40	8.22	8.43	f 7.40	419.1	DN OARP CA	
4,792 P			2.52	7.23	8.04	8.30	7.25	418.5	VIGO 5.6	
3,623 P			2.43	7.13	7.55	8.22	f 7.15	408.5	GALT 5.0	
2,690 P			2.34	7.03	7.46	8.14	f 7.06	402.9	HOYA 5.0	
3,812 WP			2.28	6.55	7.38	8.08	f 6.59	397.9	BOX 4.5	
4,727 P			2.21	6.49	7.32	8.03	6.52	393.4	FARRIER 5.3	
2,674 P			2.16	6.43	7.25	7.58	6.46	388.1	ACTON 5.0	
5,807 WYP			2.11	6.38	7.18	f 7.53	f 6.39	383.1	DN MOAPA MA	
2,612 P			2.06	6.33	7.12	7.47	f 6.30	378.1	BYRON 4.6	
4,666 P			2.02	6.28	7.07	7.43	6.25	373.5	UTE 4.9	
2,681 P			1.58	6.23	7.01	7.38	f 6.20	368.6	CRYSTAL 5.6	
3,553 WP			1.53	6.17	6.55	7.32	f 6.14	363.0	DRY LAKE 5.5	
2,702 P			1.47	6.10	6.49	7.26	f 6.07	357.5	GARNET 5.5	
4,525 P			1.42	6.03	6.43	7.19	5.59	352.0	APEX 5.0	
2,698 P			1.35	5.53	6.35	7.13	f 5.50	347.0	DIKE 4.6	
3,647 P			1.30	5.47	6.29	7.09	5.45	342.4	VALLEY 3.7	
5,045 P			1.27	5.42	6.25	7.05	f 5.41	338.7	WANN 4.5	
WFYTOP			1.22AM	5.35AM	6.20AM	7.00AM	5.35PM	334.2	DN-R LAS VEGAS VG	
			(2.42) 46.4	(3.20) 37.6	(3.10) 39.6	(2.55) 43.0	(3.15) 38.6		125.3	

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.

WESTWARD SECOND SUBDIVISION

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.

Table with columns for Second Class (259, 257) and First Class (717, 7, 21, 5, 103) and Distance from Salt Lake City. Includes times for various stations like WFTYOP, 4,707 P, 2,656 P, etc.

Time Table No. 16 May 7, 1939. STATIONS: LAS VEGAS, BRACKEN, BOULDER JCT., PIERCE, ARDEN, BARD, SLOAN, SUTOR, JEAN, BORAX, ROACH, CALADA, DESERT, NIPTON, MOORE, IVANPAH, BRANT, JOSHUA, CIMA, CHASE, ELORA, DAWES, HAYDEN, KELSO, FLYNN, KERENS, GLASGOW, SANDS, BALCH, BALOH, OORK, CRUCERO (T. & T. Cr'g), KING, BAXTER, AFTON, DUNN, FIELD, MANIX, HARVARD, TOOMEY, YERMO.

Thru Time (11.00) 15.5, (8.30) 20.1, (4.50) 35.4, (4.55) 34.8, (4.15) 40.2, (3.50) 44.8, (2.57) 58.0. 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 Las Vegas 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. No. 21 will stop at any station in California to let off revenue passengers from Salt Lake and points East.

SECOND SUBDIVISION EASTWARD

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

Table with columns for First Class (8, 818, 6, 14, 104) and Second Class (264, 262) and Distance from First Street Los Angeles. Includes times for various stations like WFTYOP, 4,707 P, 2,656 P, etc.

Thru Time (4.10) 41.0, (4.20) 39.5, (3.48) 45.0, (4.10) 41.0, (3.10) 54.0, (8.00) 21.4, (8.55) 19.3. 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 Yermo 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. No. 14 will stop at Crucero on Monday, Wednesday and Saturday.

**WESTWARD**

**FIRST SUBDIVISION**

Length of sidings in feet in the clear and location of sidings, locking stations, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 16 May 7, 1939	STATIONS
	257	259	21	5	103	717	7			
	Time Freight Daily	Time Freight Daily	Passenger Daily	Mail and Express Daily	Streamliner Passenger Daily	Challenger Passenger Daily	Passenger Daily			
WFTYP			3.45PM	1.00PM	4.03AM	2.52AM	2.30AM	620.8	DN-R YERMO BN	
			3.53PM	1.08PM	4.11AM	3.05AM	2.45AM	625.4	DN DACGETT H	
			s 4.15	s 1.25	4.22	s 3.30	s 3.10	634.2	BARSTOW BA	
			s 6.25	s 3.37	6.16	s 6.00	s 5.45	715.0	SAN BERNARDINO B	
			f 6.35	3.44	6.23	f 6.08	5.53	718.5	COLTON	
I			6.45PM	3.55PM	6.35AM	6.20AM	6.05AM	724.8	S. P. and A. T. & S. F. Crossings RIVERSIDE JCT. D Track	
WP	6.15PM	3.30PM	s 6.52	s 4.02	6.37	s 6.25	s 6.13	725.5	DN-R RIVERSIDE VN	
I								727.8	MAGNOLIA AVE (P. E. Csg.)	
2,232 P	6.25	3.45	6.57	4.08	6.42	6.31	6.20	729.2	STREETER	
3,158 P	6.33	3.55	7.01	4.12	6.46	6.35	6.25	733.2	PEDLEY	
	6.36	4.00	7.03	4.14	6.47	6.37	6.28	734.7	BLV	
2,130 P	6.40	4.18	7.07	4.18	6.50	6.41	6.32	737.4	MIRA LOMA	
1,986 P	6.47	4.40	7.12	4.23	6.53	6.46	6.38	741.3	COLLINS	
								744.9	S. P. CROSSING	
3,464 WP	6.55	4.55	f 7.17	4.28	6.58	f 6.53	6.45	745.2	DN ONTARIO RA	
I								745.3	S. P. CROSSING	
3,024 P	7.00	5.02	7.25	4.32	7.01	6.57	6.50	747.5	SUNSWEEP	
3,544 IP	7.22	5.10	7.28	4.34	7.03	7.03	6.55	750.0	DN WO TOWER WO	
2,520 WP	7.35	5.15	f 7.30	4.36	7.05	f 7.08	6.58	751.0	S. P. Crossing	
4,870 P	7.40	5.22	7.35	4.41	7.09	7.13	7.04	754.1	D POMONA (P. E. Csg.) PO	
2,273 P	7.47	5.30	7.40	4.47	7.13	7.19	7.13	758.6	D SPADRA WA	
2,945 P	7.55	5.40	7.45	4.53	7.17	7.27	7.22	763.1	D WALNUT WA	
5,217 WP	8.00	5.46	7.48	4.58	7.20	7.32	7.27	766.0	D ROWLAND BG	
2,654 P	8.05	5.55	7.51	5.03	7.24	7.39	7.34	769.3	D HILGROVE BG	
	8.12	6.01	7.55	5.07	7.27	7.44	7.39	772.1	CLAYTON	
2,606 P	8.15	6.05	f 7.57	5.09	7.28	7.46	7.41	772.7	WHITTIER JCT.	
4,687 P	8.29	6.10	7.59	5.11	7.30	7.50	7.45	774.5	DN PICO K	
	8.35							777.3	D MONTEBELLO MK	
		6.25	s 8.08	s 5.18	s 7.37	s 8.00	s 7.55	777.4	EAST LOS ANGELES	
WFTYOP	A 9.00PM	A 7.00PM	8.12	5.26	7.40	8.07	8.02	779.3	TELEGRAPH ROAD	
P			8.15	5.28	7.42	8.10	8.05	780.2	DN-R EAST YARD D	
			8.18	5.30	7.44	8.12	8.07	780.8	DOWNEY ROAD	
			8.22	5.33	7.46	8.15	8.10	781.3	SOTO ST. JCT. Double Track	
								783.0	NINTH ST. JCT.	
I			8.35	5.40	7.53	8.25	8.20	783.4	FIRST ST.	
I								783.9	ALISO ST. (P. E. CSG.)	
PI			A 8.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	784.0	PASADENA JCT.	
								784.7	A. T. & S. F. CSG.	
								163.9	DN-R LOS ANGELES UD	

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.

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 Yermo 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. 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. 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.

**FIRST SUBDIVISION**

**EASTWARD**

Length of sidings in feet in the clear and location of sidings, locking stations, scales and tele-phones.	FIRST CLASS		SECOND CLASS		Distance from First Street Los Angeles	Time Table No. 16 May 7, 1939	STATIONS			
	14	104	8	818				6	264	262
	Passenger	Streamliner Passenger	Passenger	Challenger Passenger				Mail and Express	Time Freight	Time Freight
WFTYP	A 1.00PM	A 10.07PM	A 1.05AM	A 1.30AM	A 2.52AM	163.2	DN-R YERMO BN			
	12.52PM	10.00PM	12.57AM	1.22AM	2.45AM	158.6	DN DACGETT H			
	s 12.40PM	9.50	s 12.45AM	s 1.10AM	s 2.33	150.1	BARSTOW BA			
	s 10.20AM	s 8.08	s 10.25PM	s 10.35PM	s 12.22	67.3	SAN BERNARDINO B			
	f 10.02	7.56	10.07	f 10.17	12.10AM	64.5	COLTON			
I	9.52AM	7.48PM	9.57PM	10.07PM	11.59PM	68.2	S. P. and A. T. & S. F. Crossing RIVERSIDE JCT. D Track			
WP	s 9.50	7.47	s 9.55	s 10.05	s 11.57	67.5	DN-R RIVERSIDE VN			
I						65.2	MAGNOLIA AVE. P. E. Crossing			
2,232 P	9.36	7.42	9.42	9.51	11.49	63.8	STREETER			
3,158 P	9.32	7.38	9.37	9.46	11.44	49.8	PEDLEY			
	9.30	7.37	9.35	9.44	11.42	48.3	BLV			
2,130 P	9.27	7.35	9.31	9.40	11.39	45.6	MIRA LOMA			
1,986 P	9.23	7.32	9.26	9.35	11.35	41.7	COLLINS			
						38.1	S. P. CROSSING			
3,464 WP	s 9.18	7.28	9.21	f 9.30	11.30	37.8	DN ONTARIO RA			
I						37.7	S. P. CROSSING			
3,024 P	9.13	7.25	9.16	9.26	11.27	35.5	SUNSWEEP			
3,544 IP	9.10	7.22	9.13	9.22	11.24	33.0	DN WO TOWER WO			
2,520 WP	s 9.08	7.21	f 9.11	f 9.20	f 11.22	32.0	D POMONA (P. E. Csg.) PO			
4,870 P	8.59	7.16	9.02	9.11	11.17	28.9	D SPADRA WA			
2,273 P	8.53	7.11	8.54	9.04	11.12	24.4	D WALNUT WA			
2,945 P	8.47	7.06	8.47	8.57	11.07	19.9	D ROWLAND BG			
5,217 WP	8.43	7.03	8.42	8.52	11.04	17.0	D HILGROVE BG			
2,654 P	8.38	7.00	8.37	8.47	11.00	13.7	CLAYTON			
	8.34	6.57	8.33	8.42	10.57	10.9	WHITTIER JCT.			
P	f 8.33	6.56	8.32	8.40	10.56	10.3	DN PICO K			
2,606 P	8.29	6.54	8.29	8.35	10.54	8.5	D MONTEBELLO MK			
4,687 P	s 8.25	s 6.50	s 8.25	s 8.30	10.51	5.7	EAST LOS ANGELES			
						5.6	TELEGRAPH ROAD			
WFTYOP	8.17	6.44	8.17	8.22	10.47	3.7	DN-R EAST YARD D			
P	8.15	6.42	8.15	8.20	10.45	2.8	DOWNEY ROAD			
	8.13	6.41	8.13	8.18	10.43	2.2	SOTO ST. JCT. Double Track			
	8.11	6.39	8.11	8.16	10.41	1.7	NINTH ST. JCT.			
						0.0	FIRST ST.			
I							ALISO ST. (P. E. CSG.)			
I							PASADENA JCT.			
PI	8.00AM	6.30PM	8.00PM	8.05PM	10.30PM		A. T. & S. F. CSG.			
	Daily	*See Note below	Daily	Daily	Daily		DN-R LOS ANGELES UD			

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. 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. 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. 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. 16 May 7, 1939					Time Table No. 16 May 7, 1939					Time Table No. 16 May 7, 1939				
STATIONS					STATIONS					STATIONS				
POWZY	0.0	DN	TINTIC	U	3.6	POWZY	0.0	DN	TINTIC	U	2.4	0.0	MAMMOTH JCT.	1.6
	0.8		TINTIC WYE		2.8		0.8		TINTIC 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
			3.6											

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.

Westward—FAIRFIELD BRANCH—Eastward								
Time Table No. 16 May 7, 1939								
STATIONS								
3,503	PFWY	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	20.3		FAIRFIELD	3.3		12.37
845	A	11.55AM	23.6		5 MILE PASS	0.0		12.25PM
					23.6			Thursday
(1.55)								(1.15)
12.2								13.9

Westward—PIOCHE BRANCH—Eastward									
Time Table No. 16 May 7, 1939									
STATIONS									
PFWTY	7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A	2.00PM	
				6.0	PECK	26.7			
109				11.9	COMET (Spur)	20.8			
1,492	S	8.43	14.5		PANAOA	18.2	S	12.47	
					5.8	WATER TANK	12.3		
					20.4	DELMUES	11.3	S	12.12PM
1,051	S	9.18	21.4		PIOCHE	0.0		11.15AM	
737	WY	A	10.15AM	32.7					
					32.7			Daily Except Sunday	
(2.45)								(2.45)	
11.9								11.9	

Westward—FRISCO BRANCH—Eastward						
Time Table No. 16 May 7, 1939						
STATIONS						
POWFTY	0.0	DN-R	MILFORD	FD	16.9	
			2.0		MOSCOW	14.9
			6.2		HICKORY	10.7
621			9.9		SOLUS	7.0
338			16.9		FRISCO	0.0
					16.9	

West'd—IRON MOUNTAIN BRANCH—East'd					Westward—BOULDER CITY BRANCH—Eastward							
Time Table No. 16 May 7, 1939					Time Table No. 16 May 7, 1939							
STATIONS					STATIONS							
WOYP	0.0		IRON SPRINGS	14.7	PY	5.50AM	0.0	R	BOULDER JCT.	22.4	A	9.20AM
			3.9		P	6.10			9.8			9.00
2,089	Y		13.3		FPWY	A	6.40AM	22.4	D-R	BOULDER CITY	BC	0.0
1,445			14.7							22.4		8.30AM
												Daily Except Sunday
												(.50)
												26.9

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—FILLMORE BRANCH—Eastward							
Time Table No. 16 May 7, 1939							
STATIONS							
YWP	0.0	DN	DELTA	AK	32.2		
911			8.7		HARDING	28.5	
931			15.5		McCORNICK	16.7	
1,889			21.7		GREENWOOD	10.5	
488			24.8		EDWARDS (Spur)	7.4	
473			27.3		FLANDRO (Spur)	4.9	
1,492	YW		32.2	D	FILLMORE	FI	0.0
					32.2		

Westward—ST. THOMAS BRANCH—Eastward									
Time Table No. 16 May 7, 1939									
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		9.25
230		10.55	8.8		PUEBLO		7.9		9.10
534		11.05	10.2		LOGANDALE		6.5		8.55
253		11.15	12.8		TOKIO		3.9		8.40
612		11.30	14.8		OVERTON		1.9		8.30
	Y	A	11.55AM	16.7	NEPAC (Spur)		0.0		8.00AM
					16.7				Daily Except Sunday
(1.40)									(1.40)
10.0									10.0

Westward—CEDAR CITY BRANCH—Eastward								
Time Table No. 16 May 7, 1939								
STATIONS								
YFWP	7.30AM	0.0	DN-R	LUND	UN	32.5	A	6.45AM
1,721	P	7.55	9.4		AVON	23.1		6.15
3,979	WOYP	8.20	21.0		IRON SPRINGS	11.5		5.50
1,227	P	8.45	25.2		HALIVAH	7.3		5.20
					29.9	STOOK YARDS (Spur)	2.6	
1,440	LoopWP	A	9.30AM	32.5	DN-R	CEDAR CITY	CD	0.0
					32.5			5.00AM
								Daily Except Sunday
(2.00)								(1.45)
16.2								18.6

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, turning stations, and tele-phones.		Distance from Downey Road	Time Table No. 16 May 7, 1939		Distance from E. San Pedro
STATIONS					
		0.0	<b>DOWNEY ROAD</b>		23.1
		0.3	HOBART A. T. and S. F. Crossing		22.8
1-Tr	P	0.8	L. A. JCT. RY. CROSSING		22.3
		1.4	FRUITLAND		21.7
3,033	PW	2.3	P. E. CROSSING		20.8
		2.5	BELL		20.6
827	P	4.6	SOUTH GATE (S. P. Csg.)		18.5
		6.6	WORKMAN		16.5
267	Spur	7.2	RANCHO LOS AMIGOS		15.9
		8.4	P. E. CROSSING		14.7
3,023		9.0	OLEARWATER		14.1
		9.7	HYNES		13.4
3,709	P	11.5	RIOCO		11.6
		14.6	OTA P. E. Crossing		8.5
4,635		16.3	MANUEL		6.8
		18.9	THENARD S. P. & P. E. Crossings		4.2
		19.5	WILMINGTON		3.6
		20.4	BADGER AVE. DRAWBRIDGE		2.7
	PWTY	21.4	TERMINAL ISLD.		0.7
	P	23.1	EAST SAN PEDRO		0.0

Westward—RIALTO BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, and tele-phones.		Distance from Riverside Jct.	Time Table No. 16 May 7, 1939		Distance from End of Track
STATIONS					
		0.0	<b>RIVERSIDE JCT.</b>		9.3
		0.3	S. P. INTERCHANGE		9.0
122	P	0.8	HANCOCK		8.5
		1.0	FAIRMONT PARK		8.3
926	Spur	1.3	ALAMO		8.0
		1.5	EL RIO		7.8
174		2.2	ALVARADO		7.1
		2.9	BANURA		6.4
		3.3	R. P. CEMENT CO. R. R. CROSSING		6.0
		3.5	ORESTMORE		5.8
333	Spur	6.3	BLOOMINGTON S. P. Crossing		3.0
1,361	P	8.5	POOLE		0.8
		9.0	RIALTO A. T. and S. F. Crossing		0.3
		9.3	END OF TRACK		0.0

Rialto Branch shown for information only. Trains and engines are governed by Pacific Electric Ry. time-table and rules.

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

Westward—ANAHEIM BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, and tele-phones.		Distance from Whittier Jct.	Time Table No. 16 May 7, 1939		Distance from Anaheim
STATIONS					
		0.0	<b>WHITTIER JCT.</b>		20.0
		2.3	WHITTIER		17.7
1,037	D	9.7	LA HABRA		10.3
996		10.5	PAO. ELEC. CROSSING		9.5
		12.1	VIEJO		7.9
473		13.8	SUNNY HILLS		6.2
		15.5	A. T. & S. F. CROSSING		4.5
716	I	17.3	FULLERTON		2.7
2,304	WT	20.0	ANAHEIM		0.0

Westward—PASADENA BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, and tele-phones.		Distance from Pasadena Jct.	Time Table No. 16 May 7, 1939		Distance from Pasadena
STATIONS					
		0.0	<b>PASADENA JCT.</b>		8.9
		0.1	ALHAMBRA AVE. S. P. Crossing		8.8
		0.5	GLENDALE JCT.		8.4
		1.8	AVENUE 33		7.1
		4.5	HIGHLAND PARK A.T. and S. F. Crossing		4.4
368	Spur	7.5	RAYMOND		1.4
		8.1	CALIFORNIA AVE.		0.8
1,063	D	8.9	PASADENA		0.0

Westward—GLENDALE BRANCH—Eastward

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, and tele-phones.		Distance from Glendale Jct.	Time Table No. 16 May 7, 1939		Distance from Glendale
STATIONS					
		0.0	<b>GLENDALE JCT.</b>		6.4
		0.6	AVENUE 18		5.8
		1.2	DAYTON AVE. TWR.		5.2
		3.2	ARROYO JCT.		3.2
		3.5	DELAY DRIVE		2.9
		3.9	FLETCHER DRIVE		2.5
97		4.4	FOREST LAWN		2.0
313		6.4	GLENDALE		0.0

Stations between Avenue 18 and Delay Drive 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 Delay Drive.

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.....M. J. Christensen  
 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.....I. B. 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, 631 So. Main St.  
 Los Angeles.....H. S. Downs, 4636 Whittier Blvd.  
 Los Angeles.....G. D. Davidson, Union Station

3 (R). Standard clocks are located as shown below:  
 North Yard ..... Telegraph Office  
 North Yard ..... Engineer'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  
 Stockton ..... Telegraph Office  
 Tintic ..... Telegraph Office  
 Lyndyl ..... Telegraph Office  
 Milford ..... Telegraph Office  
 Lund ..... Telegraph Office  
 Caliente ..... Depot Register Room  
 Caliente ..... Engineer's Register Room  
 Las Vegas ..... Round House  
 Las Vegas ..... Engineer's Locker Room  
 Las Vegas ..... Telegraph Office  
 Kelso ..... Telegraph Office  
 Yermo ..... Telegraph Office  
 Riverside ..... 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.		P. W. Lawler	Surgeon	Victorville, Cal.	Hesperia to Barstow.
Douglas L. Gammette	District Surgeon	Los Angeles, Cal.	All.	J. E. Ballachey	Surgeon	Yermo, Cal.	Barstow to Calada.
Claude L. Davison	Surgeon	Los Angeles, Cal.	All.	H. B. Slavin	Surgeon	Las Vegas, Nev.	Roach to Dry Lake.
Don B. Gibboney	Surgeon	Los Angeles, Cal.	All.	William C. Harper	Surgeon	Overton, Nev.	Moapa to Nepac.
Carl E. Nemethi	Surgeon	Los Angeles, Cal.	All.	John F. Hill	Surgeon	Caliente, Nev.	Crestline to Moapa.
R. A. Woodhull	Eye, Ear, Nose and Throat	Los Angeles, Cal.	All.	J. W. Bergstrom	Surgeon	Cedar City, Utah.	Cedar City to Avon.
Robert Belt	Consultant	Los Angeles, Cal.	All.	M. J. McFarlane	Surgeon	Cedar City, Utah.	Cedar City to Avon.
Sam S. Mathews	Consultant	Los Angeles, Cal.	All.	R. R. Shannon	Surgeon	Milford, Utah	Crestline to Clear Lake.
William Leake	Consultant	Los Angeles, Cal.	All.	W. H. Wright	Surgeon	Delta, Utah	Black Rock to Lyndyl.
Wallace Dodge	Consultant	Los Angeles, Cal.	All.	Steele Bailey, Jr.	Surgeon	Eureka, Utah	Boulter 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 Lyndyl.
Homer Rickabaugh	Surgeon	Alhambra, Cal.	Alhambra to Los Angeles.	T. W. Allred	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
W. W. Woods	Surgeon	Monterey Park, Cal.	Monterey Park to Los Angeles.	L. D. Stewart	Surgeon	Payson, Utah	Spanish Fork to Sandy.
J. S. Hibben	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	F. W. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
C. C. Snyder	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	F. R. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
J. P. Mortensen	Surgeon	Los Angeles, Cal.	Belvedere Gardens and East Yard.	B. C. Linebaugh	Surgeon	Pleasant Grove, Utah	Draper to Vineyard.
Creswell Burns	Surgeon	Walnut Park, Cal.	Walnut Park to Los Angeles.	J. F. Noyes	Surgeon	American Fork, Utah	American Fork to 5 Mile Pass.
Russell Johnson	Surgeon	Compton, Cal.	Hynes to Walnut Park.	W. L. Smith	Eye, Ear, Nose and Throat	Salt Lake City, Utah	All.
Ralph B. Eusden	Surgeon	Long Beach, Cal.	West Long Beach to Hynes.	F. R. Slopansky	Eye, Ear, Nose and Throat	Salt Lake City, Utah	All.
Woodley Stellar	Surgeon	Wilmington, Cal.	San Pedro to West Long Beach.	F. J. Winget	Surgeon	Salt Lake City, Utah	All.
L. L. Hall	Surgeon	Montebello, Cal.	Montebello to Los Angeles.	W. M. Clinger	Surgeon	Salt Lake City, Utah	All.
R. V. Graves	Surgeon	Fullerton, Cal.	Fullerton to Anaheim.	O. J. LaBarge	Surgeon	Salt Lake City, Utah	All.
Roger S. Palmer	Surgeon	Pomona, Cal.	Rowland to Ontario.	Spencer Wright	Surgeon	Salt Lake City, Utah	All.
D. E. Hayhurst	Surgeon	Ontario, Cal.	Riverside to Pomona.	L. R. Cowan	Consultant	Salt Lake City, Utah	All.
W. W. Roblee	Surgeon	Riverside, Cal.	Colton to Ontario.	Reed Harrow	Consultant	Salt Lake City, Utah	All.
F. E. Clough	Surgeon	San Bernardino, Cal.	Colton to Hesperia.				

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
30"	120.	38"	94.7	46"	78.3	54"	66.6	1' 2"	58.	1'10"	51.4	1'40"	36.	3'	20.
31"	116.1	39"	92.3	47"	76.6	55"	65.4	1' 3"	57.1	1'11"	50.7	1'45"	34.3	3'30"	17.1
32"	112.5	40"	90.	48"	75.	56"	64.2	1' 4"	56.2	1'12"	50.	1'50"	32.7	4'	15.
33"	109.1	41"	87.8	49"	73.5	57"	63.1	1' 5"	55.3	1'15"	48.	1'55"	31.3	5'	12.
34"	105.9	42"	85.7	50"	72.	58"	62.	1' 6"	54.5	1'20"	45.	2'	30.	6'	10.
35"	102.9	43"	83.7	51"	70.6	59"	61.	1' 7"	53.7	1'25"	42.3	2'15"	26.6	7'	8.6
36"	100.	44"	81.8	52"	69.2	1'	60.	1' 8"	52.9	1'30"	40.	2'30"	24.	8'	7.5
37"	97.3	45"	80.	53"	67.9	1'01"	59.	1' 9"	52.1	1'35"	37.9	2'45"	21.8	10'	6.

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