

UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division and Los Angeles Division

EMPLOYEES' TIME-TABLE

84

To Take Effect Sunday, May 3, 1931

AT 12:01 A. M., MOUNTAIN TIME, EAST OF LAS VEGAS
AT 12:01 A. M., PACIFIC TIME, WEST OF LAS VEGAS



For the government and information of employees only, and not intended for the use of the public.
The right is reserved to vary from this time-table at pleasure.

ARROW PRESS, SALT LAKE

*Los Angeles Div Timetable 81 eff 9 Nov 30; Salt Lake Timetable 83 eff 23 Nov 30
UP/LA+SL Timetable 1 eff 13 March 32 - don't know if any intervening*

WESTWARD

CONDENSED TIME TABLE

EASTWARD

SECOND CLASS		FIRST CLASS					Distances from Salt Lake City	Time-Table No. 84 May 2, 1931	Distances from First Street, Los Angeles	FIRST CLASS					SECOND CLASS	
	261 Freight	103 Passenger	19 Passenger	7 Passenger	21 Passenger	63 Passenger				STATIONS	20 Passenger	8 Passenger	22 Passenger	64 Passenger	104 Passenger	262 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	1.30PM	9.45PM	5.15PM	11.00AM	8.00AM	7.30AM	SALT LAKE CITY	784.0	12.15PM	5.15PM	9.45PM	4.35PM	6.20AM	4.50AM		
			7.03				PROVO	752.7	10.23AM							
			8.28				NEPHI	710.8	8.54							
	2.30	10.15		11.29AM	8.29	7.59	GARFIELD	768.8		4.44	9.13	4.04	5.44	3.30		
	4.13	10.48PM		12.01PM	9.04	8.50	WARNER	748.2		4.13	8.40	3.15	5.04	2.15AM		
	7.22	12.14AM		1.17	10.27	10.15AM	TINTIC	698.6		2.58	7.22	1.55PM	3.28	11.20PM		
	9.30PM	1.15	10.10	2.10	11.25AM		LYNNDYL	665.9	7.25	2.05	6.25		2.20AM	8.50		
	12.42AM	3.13	11.43PM	3.42	1.10PM		BLACK ROCK	599.4	5.28	12.22PM	4.36		11.43PM	5.12		
	2.30	4.05	12.25AM	4.20	2.00		MILFORD	576.8	4.55	11.52AM	3.55		11.00	4.15		
	4.00	5.15AM	1.25	5.12	2.50		LUND	541.4	4.00	10.57	2.50		9.50PM	1.00PM		
	5.30		2.15	5.59	3.50		MODENA	509.8	3.14	10.16	2.00			11.45AM		
	9.00AM		4.05	7.50	5.48		CALIENTE	459.5	1.25AM	8.35	12.15PM			8.45		
	12.50PM		6.32	10.04	8.14		MOAPA	388.1	10.48PM	5.58	9.21AM			3.10		
	5.00PM		7.05	10.25PM	8.50PM		LAS VEGAS	334.2	9.35	4.50	8.10			12.45AM		
	12.25AM		10.15AM	1.27AM	12.05AM		KELSO	235.5	5.20	1.03AM	4.03			4.05PM		
			12.20PM	3.20	2.25		YERMO	163.2	3.30	11.17PM	1.48			12.10PM		
			1.00	3.50	3.00		BARSTOW	149.8	2.55	10.50	1.15AM					
	2.00PM		3.20	6.20	5.45		SAN BERNARDINO	67.3	12.25	8.15	10.45PM			3.30AM		
	2.20		3.28	6.28	5.55		COLTON	64.3	12.07PM	7.57	10.26			3.00		
	2.50		3.45	6.45	6.15		RIVERSIDE	57.5	11.55AM	7.45	10.15			2.00		
	4.31		4.26	7.26	7.02		POMONA	32.0	11.08	7.06	9.35			12.35AM		
	6.00PM		5.30PM	8.30AM	8.15AM		LOS ANGELES	0.0	10.00AM	6.05PM	8.30PM			11.30PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(53.30)	(7.15)	(35.15)	(22.30)	(25.15)	(2.45)	Time	(25.15)	(22.10)	(24.15)	(2.40)	(8.30)	(52.30)
14.7	22.2	31.7	34.9	31.0	31.0	Average Speed Per Hour	31.7	25.4	22.1	22.0	28.5	15.0

NOTE: Pacific Time West of Las Vegas. Mountain Time East of Las Vegas.

MILEAGE:

SALT LAKE DIVISION	
Main Line	765.6
Branches	222.7
Total	988.3
LOS ANGELES DIVISION	
Main Line	159.2
Branches	83.0
Total	242.2
GRAND TOTAL	
Main Line	924.8
Branches	305.7
Total	1230.5

SALT LAKE DIVISION

A. L. COEY, Superintendent Salt Lake City, Utah
J. T. WARDENBURG, Trainmaster Salt Lake City, Utah
N. E. MCKINNON, Trainmaster Caliente, Nev.
R. M. SEALE, Chief Train Dispatcher Salt Lake City, Utah
O. J. LANGSTON, Night Chief Train Dispatcher Salt Lake City, Utah
T. W. FRENCH, Chief Train Dispatcher Las Vegas, Nev.
W. E. BORDEN, Train Dispatcher Salt Lake City, Utah
W. J. MORRISON, Train Dispatcher Salt Lake City, Utah
Y. A. PARRY, Train Dispatcher Salt Lake City, Utah
L. G. CAMPBELL, Train Dispatcher Salt Lake City, Utah
D. M. JONES, Train Dispatcher Las Vegas, Nev.
C. E. MOORE, Train Dispatcher Las Vegas, Nev.
J. C. HAYMOND, Train Dispatcher Las Vegas, Nev.
V. H. DILLEHUNT, Train Dispatcher
R. M. COPELAND, Train Dispatcher
C. F. MATTINGLY, Train Dispatcher
L. E. STORRS, Train Dispatcher

LOS ANGELES DIVISION

W. H. SMITH, Superintendent Los Angeles, Cal.
E. E. CUNNINGHAM, Trainmaster Los Angeles, Cal.
G. A. ZENTMYER, Chief Train Dispatcher Los Angeles, Cal.
F. J. HOLDERMAN, Night Chief Train Dispatcher Los Angeles, Cal.
R. W. BRADY, Train Dispatcher Los Angeles, Cal.
F. H. CRAWFORD, Train Dispatcher Los Angeles, Cal.
R. C. WERNER, Train Dispatcher Los Angeles, Cal.
P. V. COX, Train Dispatcher Los Angeles, Cal.
V. G. HAM, Train Dispatcher
W. McCALL, Train Dispatcher
G. C. PETTEYS, Train Dispatcher
A. L. GIFFORD, Train Dispatcher
L. W. FLAHERTY, Train Dispatcher
T. J. KELLY, Train Dispatcher
G. S. ALLEN, Train Dispatcher
C. C. LOBACK, Train Dispatcher

F. H. KNICKERBOCKER,
General Manager.

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51"	70.6	1'25"	42.3
52"	69.2	1'30"	40
53"	67.9	1'40"	36
54"	66.6	1'45"	34.3
55"	65.4	1'50"	32.7
56"	64.2	2'	30
57"	63.1	2'10"	27.6
58"	62	2'15"	26.6
59"	61	2'20"	25.7
1'	60	2'30"	24
1' 1"	59	2'40"	22.5
1' 2"	58	2'45"	21.8
1' 3"	57.1	2'50"	21.2
1' 4"	56.2	3'	20
1' 5"	55.3	3' 9"	19
1' 6"	54.5	3'20"	18
1' 7"	53.7	3'31"	17
1' 8"	52.9	3'45"	16
1' 9"	52.1	4'	15
1'10"	51.4	5'	12
1'12"	50	6'	10
1'15"	48	7'30"	8
1'20"	45	10'	6

		WESTWARD				PROVO SUBDIVISION				EASTWARD				SALT LAKE DIVISION			
		SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS				FIRST CLASS		SECOND CLASS	
Length of Stages in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Tumbling Stations.		95 Freight		93 Freight		19 Passenger		Distance from Salt Lake City	Time-Table No. 84 May 3, 1931		Distance from Los Angeles	20 Passenger		94 Freight		96 Freight	
		Leave Daily		Leave Daily Ex. Sunday		Leave Daily			STATIONS			Arrive Daily		Arrive Daily Ex. Sunday		Arrive Daily	
	WFYOTP				7.20AM		5.15PM	0.0	DN-R SALT LAKE CITY VN-C	800.0		12.15PM			11.59AM		
					8.50AM		f 5.45PM	12.6	DN-R SANDY BR	787.4		f 11.40AM			10.40AM		
	2,488 PW				9.15		f 5.55	17.1	D DRAPER A	782.9		f 11.29			10.15		
	373 P							22.0	RIDEOUT (Spur)	778.0							
	3,655 West 3,453 East				9.45		6.07	24.5	MOUNT	775.5		11.16			9.45		
	3,508 WYP				10.20		f 6.17	29.0	D CUTLER JN	771.0		f 11.07			9.15		
	1,697 P				10.30		s 6.21	30.5	D LEHI HI	769.5		s 11.03			8.55		
	2,245 P				10.55		s 6.29	33.5	D AMERICAN FORK AF	766.5		s 10.55			8.30		
	I							34.0	S. L. & U. CROSSING	766.0							
	3,702 P				11.20		s 6.37	36.5	D PLEASANT GROVE GO	763.5		s 10.46			7.55		
	1,379							38.2	HARDY (Spur)	761.8							
	807						f	40.9	VINEYARD	759.1		f					
	3,708 P				11.33		6.44	42.6	LAKEVIEW	757.4		10.36			7.30		
								42.7	D. & R. G. W. CROSSING	757.3							
	FWPOTY		7.30AM		11.55AM		s 7.03	47.3	DN-R PROVO VO UR	752.7		s 10.23			7.00AM		9.55AM
	733		7.40				f 7.11	52.0	SPRINGVILLE	748.0		f 10.07					9.40
	1,601 P		7.55				s 7.19	55.6	D SPANISH FORK SF	744.4		s 10.01					9.30
	2,702 P		8.03				7.24	58.4	BENJAMIN	741.6		9.54					9.20
	2647 PWOY		8.25				s 7.34	63.2	D PAYSON CN	736.8		s 9.47					9.10
	545							67.4	BARRY	732.6							
	2,686 P		8.50				f 7.48	69.3	SANTAQUIN	730.7		f 9.34					8.50
	1,431 P		9.28				7.54	72.0	YORK	728.0		9.28					8.40
	2,665 PW		9.40				f 8.04	78.0	STARR	722.0		f 9.18					8.28
	827						f 8.11	81.6	MONA	718.4		f 9.07					
	2,214 P		9.55				8.14	83.3	BURRISTON	716.7		9.04					8.15
	2,650 PWY		10.50				s 8.28	89.2	D NEPHI NI	710.8		s 8.54					8.00
	2,712 P		11.10				8.40	96.4	SHARP	703.6		8.40					7.35
	290						f 8.48	101.0	LEVAN (Spur)	699.0		f 8.31					
	2,679 P		11.30				s 8.55	103.7	D JUAB JA	696.3		s 8.25					7.20
	2,636 PW		11.50AM				f 9.07	110.7	MILLS	689.3		f 8.12					7.00
	1,310 P		12.20PM				9.23	118.9	PARLEY	681.1		7.55					6.35
	646 P							121.0	SOMA	679.0							
	1,511 P		12.50				s 9.42	128.7	LEAMINGTON	671.3		s 7.35					6.15
	223							131.1	MACK (Spur)	668.9							
	PFTWY		1.10PM				9.55PM	134.1	DN-R LYNN DYL NY	665.9		7.25AM					6.00AM
			Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily		134.1		Leave Daily			Leave Daily Ex. Sunday	Leave Daily		

(5.40) 15.3 (4.35) 10.3

(4.40) 28.7 Time Average Speed Per Hour (4.50) 27.7

(4.59) 9.5 (3.55) 22.1

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

Trains are governed by O. S. L. R. R. joint time-table and rules between Sandy and Salt Lake City; time shown at Salt Lake City is for information only.

Length of Sidings in Feet in the Clear and Location of Telephone, Scales, Water, Fuel and Turning Stations.	WESTWARD									Distance from Salt Lake City	Time-Table No. 84 May 3, 1931	Distance from Los Angeles	EASTWARD							SECOND CLASS
	SECOND CLASS		FIRST CLASS										FIRST CLASS							
	261	69	103	65	7	21	63	61	104				62	64	66	8	22	70	262	
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
PFWTYO	1.30PM									0.0	DN-R	783.6						4.50AM		
										1.1	Freight Line									
										1.2	Passenger Line									
										2.3	Freight Line									
	2.00									4.4	Passenger Line							4.05		
PFWTYO		10.45PM	9.45PM	2.45PM	11.00AM	8.00AM	7.30AM	6.45AM	0.0	DN-R	784.0	6.20AM	8.35AM	4.35PM	5.10PM	5.15PM	9.45PM	12.34AM		
		10.52PM	9.52PM	2.52PM	11.07AM	8.07AM	7.37AM	6.53AM	1.3	Passenger Line										
I									1.5	Freight Line										
									1.6	Passenger Line										
821									2.0	Freight Line										
3,887 P	2.00	s 11.00	10.00	s 3.00	11.15	8.15	s 7.44	s 7.01	4.8	Passenger Line							4.05			
2,991										Freight Line										
4,781 P	2.15	f 11.08	10.07	f 3.08	11.22	8.22	f 7.51	f 7.10	10.3	Passenger Line							3.45			
3,159 PW	2.30	s 11.16	s 10.15	s 3.16	11.29	8.29	s 7.59	s 7.18	15.7	Freight Line							3.30			
I									16.9	Passenger Line										
924		s 11.20		s 3.20			s 8.12	s 7.22	17.2	Freight Line										
PY		11.23PM		3.23PM			f	7.25AM	18.0	Passenger Line										
4,844 P	2.45		10.22		11.36	8.36	f 8.17		19.6	Freight Line										
3,485 P	3.00		10.28		11.42	8.43	f 8.24		23.5	Passenger Line										
4,558 PW	3.28		10.34		11.48	8.50	f 8.31		27.6	Freight Line										
4,506 P	3.45		10.40		11.54AM	8.57	f 8.38		31.7	Passenger Line										
3,782 PY	4.13		s 10.48		12.01PM	9.04	s 8.50		35.8	Freight Line										
2,181 P							f		39.2	Passenger Line										
6,270 PW	4.45		s 11.03		12.12	9.18	s 9.02		41.4	Freight Line										
4,803 P	5.00		f 11.12		12.21	9.27	s 9.12		47.9	Passenger Line										
4,608 P	5.12		11.21		12.30	9.36	f 9.21		54.8	Freight Line										
2,619 PW	5.35		11.30		12.38	9.44	s 9.30		60.7	Passenger Line										
3,605										Freight Line										
4,557 P	6.00		11.40		12.47	9.55	f 9.39		66.8	Passenger Line										
4,551 P	6.14		11.46		12.53	10.01	f 9.45		69.9	Freight Line										
4,583 PW	6.35		11.53PM		12.59	10.07	f 9.53		74.1	Passenger Line										
3,725 P	6.55		12.03AM		1.09	10.17	f 10.02		79.8	Freight Line										
3,767							f		83.4	Passenger Line										
302										Freight Line										
3,561	7.22		s 12.14		1.17	s 10.27	10.15AM		85.4	Passenger Line										
2,584 PFWYO										Freight Line										
4,563 P	7.38		12.23		1.26	f 10.36			92.1	Passenger Line										
3,571 PW	7.51		12.33		1.36	f 10.46			98.7	Freight Line										
4,449 P	8.01		12.41		1.44	10.54			104.5	Passenger Line										
3,599 P	8.09		12.47		1.50	f 11.00			109.0	Freight Line										
4,786 P	8.16		12.54		1.55	f 11.06			113.0	Passenger Line										
PFWTY	8.30PM		1.05AM		2.05PM	11.15AM			118.1	Freight Line										
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Passenger Line										

Automatic Block Signals

(7.00)	(0.38)	(3.20)	(0.38)	(3.05)	(3.15)	(2.45)	(0.40)	Time	(4.00)	(1.00)	(2.40)	(1.10)	(3.10)	(3.20)	(0.54)	(8.00)
16.9	28.4	35.4	28.4	38.3	36.3	31.0	27.0	Average Speed per hour	29.5	18.0	32.0	15.4	37.3	35.4	20.0	14.8

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 61 is superior to No. 62. No. 65 is superior to No. 66. No. 69 is superior to No. 70.

No. 62 and No. 66 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

Time shown at Salt Lake City is for information only; trains are governed by O. S. L. R. R. joint time-table and rules between Salt Lake City and Eighth South Street.

WESTWARD

FIFTH SUBDIVISION

EASTWARD

SALT LAKE DIVISION

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 84 May 3, 1931	Distance from Los Angeles	FIRST CLASS				SECOND CLASS	
	261 Freight				19 Passenger	7 Passenger	21 Passenger	103 Passenger				20 Passenger	8 Passenger	22 Passenger	104 Passenger	262 Freight	
	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PTWY				9.30PM	10.10PM	2.10PM	11.25AM	1.15AM	118.1	DN-R LYNN DYL NY	665.9	7.10AM	1.55PM	6.15PM	1.55AM	8.00PM	
3,507 P				9.45	10.19	2.19	f 11.34	1.24	123.7	5.6 CLINE	660.3	6.59	1.46	f 6.04	1.42	7.45	
4,743 P				9.55	10.25	2.25	11.40	1.31	128.5	4.8 STRONG	655.5	6.52	1.40	5.57	1.31	7.35	
2,448 4,679 PWY				10.10	s 10.34	2.34	s 11.51AM	s 1.50	134.6	6.1 DN DELTA AK	649.5	s 6.43	1.32	s 5.48	s 1.10	7.17	
3,628 P				10.20	f 10.42	2.41	f 12.01PM	f 2.00	139.6	5.0 D OASIS S	644.4	s 6.31	1.25	f 5.38	f 12.55	7.02	
4,596 P				10.27	10.48	2.47	12.07	2.07	144.1	4.5 VAN	639.9	6.22	1.19	5.31	12.47	6.53	
3,973 P				10.34	10.54	2.53	12.13	2.13	148.5	4.4 JEROME	635.5	6.16	1.13	5.25	12.40	6.46	
3,987 PW				11.01	f 11.01	2.59	f 12.20	f 2.22	153.0	4.5 DN CLEAR LAKE CK	631.0	f 6.10	1.07	f 5.19	f 12.33	6.35	
4,553 P				11.16	11.08	3.06	f 12.27	2.29	158.1	5.1 NEELS	625.9	6.03	1.00	f 5.12	12.25	6.15	
4,563 P				11.32PM	11.15	3.13	12.35	2.38	163.0	4.9 BORDEN	621.0	5.56	12.53	5.06	12.18	6.05	
3,628 P				12.08AM	11.24	3.22	f 12.45	2.48	169.4	6.4 BLOOM	614.6	5.47	12.45	f 4.57	12.08	5.50	
4,533 P				12.20	11.30	3.28	f 12.55	2.56	174.4	5.0 CRUZ	609.6	5.41	12.35	f 4.50	12.01AM	5.38	
4,506 P				12.30	11.36	3.35	f 1.02	3.04	179.4	5.2 PUMICE	604.6	5.35	12.29	f 4.43	11.53PM	5.25	
4,582 PW				12.42	f 11.43	3.42	f 1.10	s 3.13	184.6	4.7 DN BLACK ROCK KO	599.4	f 5.28	12.22	f 4.36	s 11.43	5.12	
4,492 P				12.55	11.49	3.48	1.17	3.21	189.3	5.0 MALONE	594.7	5.20	12.16	4.27	11.27	5.00	
3,600 P				1.05	11.56PM	3.54	f 1.24	3.28	194.3	4.6 READ	589.7	5.13	12.10	f 4.20	11.21	4.50	
4,533 P				1.15	12.03AM	4.00	1.30	3.34	198.9	4.1 ZENDA	585.1	5.07	12.04PM	4.13	11.15	4.40	
3,588 P				1.22	12.09	4.06	1.35	3.40	203.0	4.2 OPAL	581.0	5.02	11.59AM	4.06	11.09	4.30	
PFWYTO				1.40AM	12.20AM	4.15PM	1.45PM	3.50AM	207.2	4.2 DN-R MILFORD FD	576.8	4.55AM	11.52AM	3.55PM	11.00PM	4.15PM	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		89.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(4.10) 21.4 (2.10) 41.1 (2.05) 42.7 (2.20) 38.2 (2.35) 34.5 Time (2.15) 39.6 (2.08) 43.4 (2.20) 38.2 (2.55) 30.5 (3.45) 23.8
Average Speed Per Hour

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

Westward—FILLMORE BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Delta	Time-Table No. 84 May 3, 1931		Distance from Fillmore
		STATIONS		
		YWP	0.0	
911	8.7	HARDING	23.5	
932	15.5	MCCORNICK	16.7	
1689	21.7	GREENWOOD	10.5	
463	24.8	EDWARDS (Spur)	7.4	
473	27.3	FLANDRO (Spur)	4.9	
1492 YW	32.2	D FILLMORE FI	0.0	
		32.2		

Westward—DELTA BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Delta	Time-Table No. 84 May 3, 1931		Distance from Lucerne
		STATIONS		
		2,443 4,679 PWY	0.0	
776	3.3	STEELE (Spur)	10.3	
	4.6	MOODY	9.0	
629	5.2	ERWIN (Spur)	8.4	
1,355	6.7	ABBOTT (Spur)	6.9	
1,009	8.4	WILSON (Spur)	5.2	
1,003	9.3	GORDON (Spur)	4.3	
1,298	11.5	SUGARVILLE (Spur)	2.1	
Y	13.6	LUCERNE	0.0	
		13.6		

Westward—HINCKLEY BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Time-Table No. 84 May 3, 1931	
	STATIONS	
	501	MOODY
508	LAMOTO	1.8
	HINCKLEY	3.3

SALT LAKE DIVISION

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS					FIRST CLASS					Distance from Salt Lake City	Time-Table No. 84 May 3, 1931	Distance from Los Angeles	FIRST CLASS				SECOND CLASS						
	261 Freight					7 Passenger	21 Passenger	103 Passenger	19 Passenger	20 Passenger				8 Passenger	22 Passenger	104 Passenger	262 Freight							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
PTFWO						2.30AM					4.20PM	2.00PM	4.05AM	12.25AM	207.2	DN-R MILFORD FD	576.8	4.50AM	11.46AM	3.40PM	10.45PM		3.00PM	
5,103 P						2.45					4.28	2.08	4.15	12.34	212.3	5.1 UPTON	571.7	4.40	11.37	3.30	10.35		2.40	
4,987 P						2.56					4.35	2.15	4.33	12.43	217.4	5.0 LAHO	566.6	4.33	11.30	3.23	10.27		2.15	
4,948 PW						3.06					4.41	f 2.22	4.42	12.50	222.4	6.8 THERMO	561.6	4.27	11.24	f 3.17	10.20		1.50	
4,593 P						3.20					4.50	f 2.31	4.51	12.59	229.2	4.3 NADA	554.8	4.18	11.15	f 3.08	10.11		1.35	
5,105 P						3.29					4.56	2.37	4.57	1.05	233.5	4.7 LATIMER	550.5	4.12	11.09	3.02	10.05		1.25	
4,639 P						3.39					5.02	2.43	5.03	1.12	238.2	4.4 KERR	545.8	4.06	11.03	2.56	9.58		1.15	
4,160 PFWY						4.00					5.12	s 2.50	5.15AM	s 1.25	242.6	DN-R LUND UN	541.4	s 4.00	10.57	s 2.50	9.50PM		1.00	
3,624 P						4.15					5.20	3.08		1.35	247.6	5.0 FORD	536.4	3.48	10.50	2.34			12.40	
4,762 P						4.25					5.27	f 3.15		1.43	252.5	4.9 ZANE	531.5	3.42	10.44	f 2.28			12.30	
3,619 PW						4.36					5.34	f 3.23		1.50	257.3	4.8 BERYL BY	526.7	3.36	10.38	f 2.22			12.20	
3,608 P						4.49					5.41	f 3.30		1.57	262.9	5.6 YALE	521.1	3.29	10.31	2.15			12.10PM	
4,563 P						5.02					5.48	3.37		2.04	268.2	5.3 HEIST	515.8	3.22	10.24	2.08			11.59AM	
4,353 FWYP						5.30					5.59	f 3.50		2.15	274.2	6.0 MODENA NA	509.8	f 3.14	10.16	f 2.00			11.45	
3,575 P						5.38					6.06	3.56		2.22	278.1	3.9 TOMAS	505.9	3.04	10.06	1.47			11.25	
3,649 P						5.47					6.13	f 4.03		2.28	282.8	4.7 UVADA	501.2	2.58	10.00	f 1.41			11.15	
2,510 P						5.59					6.19	4.09		2.34	286.2	3.4 LIEN	497.8	2.53	9.54	1.35			11.05	
5,507 PY						6.20					6.29	f 4.20		2.44	290.3	4.1 CRESTLINE NE	493.7	2.44	9.45	f 1.26			10.50	
4,746 P						6.30					6.36	f 4.28		2.51	294.7	4.4 BROWN	489.3	2.28	9.37	f 1.17			10.32	
3,615 PW						6.41					6.44	f 4.37		2.59	299.4	4.7 ACOMA	484.6	2.19	9.28	f 1.08			10.22	
3,588 P						6.54					6.53	f 4.47		3.08	305.4	6.0 BARCLAY	478.6	2.09	9.18	f 12.58			10.10	
4,947 PY						7.10					7.00	f 4.55		3.15	308.7	3.3 ISLEN SN	475.3	2.02	9.11	f 12.51			10.00	
4,454 P						7.35					7.19	f 5.15		3.34	315.6	6.9 MINTO	468.4	1.43	8.52	f 12.32			9.20	
4,336 P						7.45					7.27	f 5.23		3.42	319.7	4.1 ECCLES	464.3	1.35	8.45	f 12.24			9.05	
PFWYT						8.05AM					7.40PM	5.33PM		3.55AM	324.5	4.8 DN-R CALIENTE CS	459.5	1.25AM	8.35AM	12.15PM			8.45AM	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	

(5.35) 21.0 (3.20) 35.2 (3.33) 33.0 (1.10) 30.3 (3.30) 33.5 Time Average Speed Per Hour (3.25) 34.3 (3.11) 36.8 (3.25) 34.3 (0.55) 33.6 (6.15) 18.8

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

WESTWARD

CEDAR CITY BRANCH

EASTWARD

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS					Distance from Lund	Time-Table No. 84 May 3, 1931	Distance from Cedar City	FIRST CLASS					
	103 Passenger								104 Passenger					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily					
YFWP						5.40AM	0.0	DN-R LUND UN	32.5	9.30PM				
1,721 P						f 5.59	9.4	9.4 AVON	28.1	f 9.13				
3,979 WOYP						s 6.30	21.0	D IRON SPRINGS GS	11.5	s 8.54				
1,227 P						f 6.40	25.2	4.2 HALIVAH	7.3	f 8.44				
P						f	30.3	5.1 STOCK YARDS (Spur)	2.2	f				
1,440 Loop WP						7.00AM	32.5	2.2 DN-R CEDAR CITY CD	0.0	8.30PM				
						Arrive Daily		32.5		Leave Daily				

(1.20) 24.4 Time Average Speed Per Hour (1.00) 32.5

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

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	WESTWARD				THIRD SUBDIVISION			EASTWARD			SALT LAKE DIVISION								
	SECOND CLASS		FIRST CLASS		Time-Table No. 84 May 3, 1931			FIRST CLASS			SECOND CLASS								
	261 Freight		7 Passenger		21 Passenger		19 Passenger		8 Passenger			22 Passenger			20 Passenger			262 Freight	
	Leave Daily		Leave Daily		Leave Daily		Leave Daily		Arrive Daily			Arrive Daily			Arrive Daily				
WFYTP		9.00AM		7.50PM	5.48PM	4.05AM	324.5	DN-R	CALIENTE	CS	459.5	8.25AM	11.59AM	1.15AM				7.45AM	
P 4,607		9.15		7.58	f 5.57	4.12	329.5		ETNA		454.5	8.15	f 11.48	1.05				7.20	
P 3,607		9.30		8.08	f 6.07	4.22	334.5		STINE		449.5	8.05	f 11.37	12.54				7.05	
P 4,889		9.43		8.17	6.17	4.31	339.1		BOYD		444.9	7.55	11.27	12.44				6.45	
WP 3,589		10.00		8.30	f 6.31	4.44	345.6	DN	ELGIN	N	438.4	7.39	f 11.09	12.28				6.20	
P 2,735		10.11		8.39	6.41	4.53	349.9		KYLE		434.1	7.30	10.59	12.17				6.05	
YP 3,641		10.47		8.49	f 6.52	5.03	354.9		LEITH		429.1	7.20	f 10.47	12.07AM				5.50	
P 2,617		11.00		8.56	6.59	5.10	360.0		CLOUD		424.0	7.12	10.39	11.59PM				5.35	
WFP 3,418 2,476		11.12		9.03	f 7.06	5.16	364.9	DN	CARP	CA	419.1	7.04	f 10.30	11.52				5.16	
P 4,792		11.26		9.14	7.18	5.27	370.5		VIGO		413.5	6.48	10.16	11.40				4.35	
P 3,623		11.39		9.24	f 7.29	5.37	375.5		GALT		408.5	6.38	f 10.06	11.30				4.20	
P 2,690		11.53AM		9.34	f 7.40	5.47	381.1		HOYA		402.9	6.28	f 9.55	11.20				4.05	
WP 3,812		12.15PM		9.42	f 7.49	5.55	386.1	D	ROX	RV	397.9	6.20	f 9.45	11.11				3.53	
P 4,727		12.27		9.50	7.58	6.12	390.6		FARRIER		393.4	6.12	9.37	11.03				3.37	
P 2,674		12.38		9.57	f 8.05	6.23	395.9		ACTON		388.1	6.05	f 9.29	10.55				3.24	
WYP 5,807		12.50		10.04	f 8.14	f 6.32	400.9	DN	MOAPA	MA	383.1	5.58	f 9.21	f 10.48				3.10	
P 2,612		1.03		10.11	f 8.24	6.39	405.9		BYRON		378.1	5.52	f 9.15	10.40				2.53	
P 4,666		1.15		10.18	8.31	6.46	410.5		UTE		373.5	5.46	9.09	10.33				2.43	
P 2,681		1.28		10.26	f 8.38	6.52	415.4		CRYSTAL		368.6	5.40	f 9.03	10.26				2.33	
WP 3,553		1.43		10.33	f 8.46	f 6.59	421.0	DN	DRY LAKE	DX	363.0	5.33	f 8.56	10.18				2.20	
P 2,702		1.58		10.41	f 8.53	7.06	426.5		GARNET		357.5	5.26	f 8.49	10.10				2.05	
P 4,525		2.16		10.49	9.04	7.13	432.0		APEX		352.0	5.19	8.40	10.03				1.50	
P 2,698		2.26		10.55	f 9.12	7.20	437.0		DIKE		347.0	5.09	f 8.31	9.54				1.30	
P 932							439.4		LOVELL		344.6								
P 3,647		2.36		11.01	9.18	7.26	441.6		VALLEY		342.4	5.02	8.24	9.47				1.15	
P 5,045		2.45		11.06	f 9.25	7.38	445.3		WANN		338.7	4.57	f 8.18	9.42				1.05	
WFYTOP		3.00PM		11.15PM	9.35PM	7.50AM	449.8	DN-R	LAS VEGAS	VG	334.2	4.50AM	8.10AM	9.35PM				12.45AM	
		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			125.3			Leave Daily	Leave Daily	Leave Daily				Leave Daily	

(6.00) 20.9 Time (3.25) 36.7 (3.47) 33.1 (3.45) 33.4 (3.25) 35.0 (3.40) 32.8 (3.40) 34.2 (7.00) 19.5
Average Speed per hour Mountain Time

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Westward—ST. THOMAS BRANCH—Eastward					
	SECOND CLASS		Time-Table No. 84 May 3, 1931		SECOND CLASS	
	151		STATIONS		150	
	Leave Daily Ex. Sunday	Distance from Moapa	Distance from St. Thomas	Arrive Daily Ex. Sunday		
WY 7,796	9.00PM	0.0	DN-R MOAPA MA 21.3	7.00PM		
642	f 9.28	5.1	NARROWS 3.7	f 6.32		
230	f 9.50	8.8	PUEBLO 1.4	f 6.10		
534	f 9.57	10.2	LOGANDALE 2.6	f 6.03		
253	f 10.14	12.8	TOKIO 2.0	f 5.46		
612	f 10.25	14.8	OVERTON 6.5	f 5.35		
Y 642	11.00PM	21.3	R ST. THOMAS 0.0	5.00PM		
	Arrive Daily Ex. Sunday		21.3	Leave Daily Ex. Sunday		
	(2.00) 10.7		Time (2.00) 10.7			
			Average Speed per hour Mountain Time			

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Westward—BOULDER CITY BRANCH—Eastward					
	FIRST CLASS		Time-Table No. 84 May 3, 1931		FIRST CLASS	
	121 Motor		STATIONS		122 Motor	
	Leave Daily	Distance from Boulder Jct.	Distance from Boulder City	Arrive Daily	Arrive Daily	
PY	2.37PM	0.0	R BOULDER JCT. 9.8	11.43AM	4.43PM	
P	f 3.00	9.8	ROYSON 12.6	f 11.20	f 4.20	
FPWY	3.35PM	22.4	D-R BOULDER CITY BC 0.0	10.45AM	3.45PM	
	Arrive Daily		22.4	Leave Daily	Leave Daily	
	(0.57) 23.6		Time (0.57) 23.6			
			Average Speed per hour Pacific Time			

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

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Exceptions—No. 119 is superior to No. 120, and No. 121 is superior to No. 122 on Boulder City branch.

SALT LAKE DIVISION

WESTWARD

SECOND SUBDIVISION

EASTWARD

Length of Sidings in Feet in the Clear and Location of Telephone, Scales, Water, Fuel and Turning Stations.	SECOND CLASS								FIRST CLASS					Distance from Salt Lake City	Time-Table No. 84 May 3, 1931	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
	261		259		7	21	121	119	19	22	120	122	20				8	262					
	Freight		Freight		Passenger	Passenger	Motor	Motor	Passenger	Passenger	Motor	Motor	Passenger				Passenger	Freight					
	Leave Daily		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily				
WFTYOP		5.00PM	3.00AM	10.25PM	8.50PM	2.20PM	7.30AM	7.05AM	449.8	DN-R LAS VEGAS VG 4.9	334.2	6.52AM	12.01PM	5.00PM	8.20PM	3.40AM	10.15PM						
4,707 P		5.15	3.32	10.34	9.00	2.31	7.41	7.15	454.7	BRACKEN 2.3	329.3	6.42	11.49AM	4.49	8.10	3.32	9.53						
		5.22	3.40	10.38	9.04	2.35PM	7.45AM	7.19	457.0	R BOULDER JCT. 2.4	327.0	6.39	11.45AM	4.45PM	8.06	3.29	9.45						
2,656 P		5.30	3.50	10.43	9.10			7.23	459.4	PIERCE 2.1	324.6	6.35			8.03	3.26	9.36						
3,325 WP		5.40	4.10	10.47	9.15			7.28	461.5	DN ARDEN A 2.2	322.5	6.31			7.58	3.22	9.30						
2,659 P		5.50	4.20	10.51	9.19			7.33	463.7	BARD 5.3	320.3	6.27			7.53	3.19	9.19						
3,819 P		6.15	4.40	11.01	9.29			7.43	469.0	D SLOAN SX 5.7	315.0	6.19			7.43	3.11	8.50						
4,688 P		6.40	5.00	11.11	9.40			7.54	474.7	N ERIE XY 3.6	309.3	6.09			7.33	3.02	8.35						
2,599 P		6.50	5.10	11.16	9.45			7.59	478.3	SUTOR 4.6	305.7	6.03			7.27	2.57	8.25						
3,304 P		7.20	5.20	11.22	9.51			8.05	482.9	D JEAN JE 4.8	301.1	5.57			7.20	2.51	8.15						
4,811 P		7.35	5.51	11.28	9.57			8.11	487.7	BOREX 4.6	296.3	5.51			7.13	2.45	8.05						
3,357 P		7.50	6.00	11.34	10.03			8.17	492.3	ROACH 4.5	291.7	5.45			7.07	2.39	7.50						
4,784 P		8.10	6.10	11.40	10.09			8.25	496.8	CALADA 4.7	287.2	5.39			7.00	2.33	7.40						
3,761 WFP		8.30	6.30	11.46	10.16			8.31	501.5	DN DESERT NS 5.0	282.5	5.33			6.53	2.27	7.25						
4,641 P		8.50	6.45	11.53PM	10.26			8.39	506.5	D NIPTON CH 5.4	277.5	5.26			6.46	2.21	7.10						
4,785 P		9.10	7.05	12.02AM	10.36			8.48	511.9	MOORE 4.6	272.1	5.19			6.39	2.14	6.39						
4,727 WP		9.30	7.25	12.15	10.50			9.00	516.5	D IVANPAH KS 4.6	267.5	5.13			6.32	2.08	6.05						
4,691 P		9.45	7.40	12.24	11.00			9.10	521.1	BRANT 4.9	262.9	5.07			6.25	2.02	5.55						
4,719 P		10.05	7.55	12.33	11.10			9.18	526.0	JOSHUA 3.8	258.0	5.01			6.19	1.56	5.45						
2,388 { 4,601} YP		10.30	8.10	s 12.41	s 11.19			9.26	529.8	DN CIMA G 4.0	254.2	4.54			6.13	1.51	5.35						
4,376 WP		10.55	8.35	12.49	11.27			9.34	533.8	CHASE 3.1	250.2	4.44			6.01	1.41	5.15						
4,236 P		11.05	8.45	12.55	11.33			9.40	536.9	ELORA 3.7	247.1	4.35			5.52	1.33	5.00						
4,236 P		11.41	9.10	1.03	11.41			9.48	540.6	DAWES 4.3	243.4	4.25			5.42	1.24	4.40						
4,256 P		11.55PM	9.25	1.14	11.50PM			9.57	544.9	HAYDEN 3.6	239.1	4.15			5.32	1.14	4.25						
6,780 { 3,521} WFP		12.25AM	10.00	s 1.27	s 12.05AM			10.15	548.5	DN-R KELSO FG 4.9	235.5	s 4.03		s 5.20	s 1.03	4.05	4.05						
5,339 P		12.48	10.22	1.34	12.12			10.22	553.4	FLYNN 4.7	230.6	3.46			5.05	12.48	3.30						
4,954 P		1.00	10.40	1.40	12.18			10.29	558.1	KERENS 4.0	225.9	3.39			4.57	12.41	3.10						
4,355 P		1.10	10.50	1.46	12.34			10.35	562.1	GLASGOW 4.3	221.9	3.32			4.50	12.34	2.55						
4,635 WP		1.20	11.15	1.53	12.44			10.42	566.4	SANDS 5.7	217.6	3.24			4.42	12.27	2.40						
4,796 P		1.35	11.30	2.00	12.52			10.50	572.1	BALCH 5.1	211.9	3.16			4.34	12.20	2.25						
2,602 P		2.07	11.45	2.07	12.59			10.58	577.2	CORK 2.5	206.8	3.09			4.26	12.13	2.10						
4,670 IP		2.20	11.55AM	2.11	1.04			11.02	579.7	DN CRUCERO CR T. & T. Crossing 2.4	204.3	f 3.04			4.23	12.10	2.00						
2,661 P		2.27	12.05PM	2.15	1.09			11.06	582.1	KING 5.0	201.9	2.59			4.20	12.07	1.50						
4,788 P		2.52	12.20	2.22	1.16			11.14	587.1	BAXTER 5.4	196.9	2.52			4.14	12.01AM	1.40						
2,497 P		3.20	12.35	2.29	1.24			11.21	592.5	N AFTON FN 4.2	191.5	2.45			4.07	11.54PM	1.30						
4,753 P		3.40	12.50	2.36	1.31			11.29	596.7	DUNN 4.9	187.3	2.36			4.01	11.48	1.15						
4,763 P		4.05	1.05	2.42	1.39			11.36	601.6	FIELD 4.6	182.4	2.24			3.55	11.42	1.05						
3,025 P		4.20	1.20	2.48	1.46			11.44	606.2	MANIX 4.5	177.8	2.18			3.49	11.36	12.50						
5,002 WP		4.30	1.30	2.54	1.52			11.51	610.7	HARVARD 5.0	173.3	2.10			3.43	11.30	12.40						
3,139 P		4.40	1.40	3.00	2.02			11.59AM	615.7	TOOMBY 5.1	168.3	2.02			3.37	11.24	12.30						
WFTYP		5.00AM	2.00PM	3.10AM	2.15AM			12.10PM	620.8	DN-R YERMO BN 5.1	163.2	1.48AM			3.30PM	11.17PM	12.10PM						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		171.0		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						

(12.00) 14.3 (11.00) 15.5 (4.45) 36.0 (5.25) 31.6 (0.15) 28.8 (0.15) 28.8 (5.05) 33.6 Time (5.04) 33.8 (0.16) 28.3 (0.15) 28.8 (4.50) 35.4 (4.23) 39.0 (10.05) 17.0
..... Average Speed per hour

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

Jurisdiction of Salt Lake Division extends to Daggett; trains will be governed by Los Angeles Division time-table and rules between these points.

WESTWARD

FIRST SUBDIVISION

EASTWARD

LOS ANGELES DIVISION

Length of Stings in Feet in the Clear, and Location of Alarms, Seals, Water, Fuel and Turning Stations.	WESTWARD				Distance from Salt Lake City	FIRST SUBDIVISION				Distance from First Street Los Angeles	EASTWARD								
	SECOND CLASS					FIRST CLASS					FIRST CLASS				SECOND CLASS				
	261 Freight					19 Passenger	7 Passenger	21 Passenger	20 Passenger				8 Passenger	22 Passenger	262 Freight				
WFTYP	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily					
					620.8	12.20PM	3.20AM	2.25AM	DN-R	YERMO	BN	163.2	3.20PM	11.10PM	1.38AM				
					625.4	12.35PM	3.30AM	2.35AM	DN-R	DAGGETT	H	158.6	3.10PM	11.03PM	1.28AM				
					634.2	1.00	3.50	3.00		BARSTOW	BA	149.8	2.55	10.50	1.15AM				
					715.3	2.00PM	3.20	6.20		SAN BERNARDINO	B	67.3	12.25	8.15	10.45PM				3.30AM
					719.0	2.20	3.28	6.28		COLTON		64.3	12.07PM	7.57	10.26				3.00
					725.1	2.40PM	3.40PM	6.40AM		S. P. and A. T. & S. F. Crossings		0.0							
					725.8	2.50	3.45	6.45		RIVERSIDE JCT.		58.2	11.57AM	7.47PM	10.17PM				2.05AM
					728.1		s 3.45	s 6.45		DN-R RIVERSIDE	VN	57.5	s 11.55	s 7.45	s 10.15				2.00
1,443	IP				728.1	3.00	3.50	6.50		MAGNOLIA AVE		55.2	11.45	7.38	10.08				1.50
2,232	P				729.5	3.05	3.53	6.53		STREETER		53.8	11.43	7.36	10.06				1.45
3,158	P				733.5	3.15	f 3.59	6.59		PEDLEY		49.8	f 11.37	7.31	10.01				1.35
3,828	YP				735.0	3.20	4.02	7.02		BLY		48.3	11.34	7.29	9.59				1.30
2,130	P				737.7	3.27	f 4.06	7.06		MIRA LOMA	V	45.6	f 11.30	7.25	9.55				1.25
1,986	P				741.6	3.35	4.11	7.11		COLLINS		41.7	11.25	7.20	9.50				1.15
					745.2					S. P. CROSSING		38.1							
3,464	WP				745.5	3.50	f 4.17	7.17		DN ONTARIO	ON	37.8	s 11.19	7.15	s 9.45				1.00
					745.6					S. P. CROSSING		37.7							
3,024	P				747.8	4.00	4.21	7.21		SUNSWEEP		35.5	11.14	7.11	9.40				12.45
3,544	IP				750.3	4.24	4.24	7.24		DN WO TOWER	WO	33.0	11.10	7.08	9.37				12.40
2,520	WP				751.3	4.31	f 4.26	7.26		POMONA	PO	32.0	s 11.08	7.06	s 9.35				12.35
4,870	P				754.4	4.40	4.31	7.31		SPADRA		28.9	10.58	7.01	9.26				12.25
2,273	P				758.9	4.50	f 4.37	7.37		DN WALNUT	WA	24.4	f 10.52	6.55	9.20				12.15
2,945	P				763.4	5.00	f 4.43	7.43		N ROWLAND	RO	19.9	f 10.46	6.49	9.14				12.06
5,217	WP				766.3	5.10	4.47	7.47		D HILLGROVE	BG	17.0	10.42	6.45	9.10				12.01AM
2,654	P				769.6	5.20	4.52	7.52		CLAYTON		13.7	10.38	6.41	9.06				11.54PM
	P				772.4	5.30	4.56	7.56		WHITTIER JCT.		10.9	10.34	6.37	9.02				11.48
2,606	P				773.0	5.35	f 4.58	7.58		D PICO	K	10.3	f 10.32	6.35	9.00				11.45
4,637	P				774.8	5.42	5.01	8.01		D MONTEBELLO	MK	8.5	f 10.29	6.32	8.57				11.40
					777.6		s 5.06	s 8.06		EAST LOS ANGELES		5.7	s 10.25	s 6.28	s 8.53				
	WFTYOP				778.9	6.00PM	5.09	8.09		DN-R EAST YARD	YD	4.4	10.20	6.24	8.50				11.30PM
	P				780.5		5.12	8.12		R DOWNEY ROAD		2.8	10.16	6.21	8.46				
					780.9					BUTTE ST. JCT.			10.15	6.20	8.45				
	P				781.4		5.14	8.14		R BRIDGE JCT.			10.14	6.19	8.44				
	IP				781.5		5.15	8.15		REDONDO TOWER			10.13	6.18	8.43				
	P				781.8		5.17	8.17		R SANTA FE AVE			10.12	6.17	8.42				
	P				782.4		5.20PM	8.20AM		R WASHN. ST. JCT.			10.10AM	6.15PM	8.40PM				
	P				783.9		5.30PM	8.30AM		DN-R LOS ANGELES	NG		10.00AM	6.05PM	8.30PM				
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	W 163.1	E 163.8		Leave Daily	Leave Daily	Leave Daily				Leave Daily

(4.00) 16.0 (5.10) 31.6 (5.10) 31.6 (5.50) 28.0 Time Average speed per hour (5.20) 30.7 (5.05) 32.2 (5.08) 31.9 (4.00) 16.0

Eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Exceptions: Westward trains are superior to trains of the same class in the opposite direction between Bridge Junction and Washington St. Junction. Time shown between Daggett and Riverside Jct. and at Central Station is for information only. Trains are governed by A. T. & S. F. Ry. time-table and rules while using their tracks between Washington St. Jct. and Central Station.

Jurisdiction of Salt Lake Division extends from Yermo to Daggett; all trains are governed by Los Angeles Division time-table and rules between these points.

LOS ANGELES DIVISION

Westward—SAN PEDRO BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Downey Road	Time-Table No. 84 May 3, 1931		Distance from E. San Pedro
		STATIONS		
	0.0	R	DOWNEY ROAD	24.3
I-Tr P	0.3	DN	HOBART A. T. and S. F. Crossing	24.0
3,033 PW	1.4		FRUITLAND	22.9
827 P	2.5	D	BELL	21.8
PI	4.6		SOUTH GATE S. P. Crossing	19.7
717	6.6		WORKMAN	17.7
267 Spur	7.2		COUNTY FARM	17.1
3,023 P	9.0		CLEARWATER	15.3
WP	9.7	D	HYNES	14.6
3,709 P	11.5	D	RIOCO	12.8
3,495 P	13.7		BIXBY	10.6
1,122 P	16.1		BURNETT	8.2
	18.3		LONG BEACH, FIRST STREET	6.0
	19.0		LONG BEACH, PINE AVE.	5.3
	19.3		LONG BEACH, VIRGINIA HOTEL	5.0
Ttr P	20.1	D	LONG BEACH, PICO AVE.	4.2
Draw-bridge IP	20.8	DN	SEASIDE DRAWBRIDGE	3.5
2,126 P	21.0		WEST LONG BEACH	3.3
PWTY	23.6		TERMINAL ISLD.	0.7
P	24.3	DR	EAST SAN PEDRO	0.0
			24.3	

Trains and engines are governed by Harbor Belt Line Railroad rules between East San Pedro and M. P. 21.9 (1.7 miles east of Terminal Island).

Westward—PASADENA BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Pasadena	Time-Table No. 84 May 3, 1931		Distance from Bridge Jct.
		STATIONS		
1,063 T	0.0	D	PASADENA	12.0
	0.8		CALIFORNIA ST.	11.2
386 Spur	1.5		RAYMOND	10.5
	4.5		HIGHLAND PARK A. T. and S. F. Crossing	7.5
521	6.0		SIGNAL	6.0
392 Spur	7.2		ROCK JCT.	4.8
	8.9		ALHAMBRA AVE. S. P. Transfer	3.1
	9.4		MACY ST.	2.6
	9.6		ALISO ST.	2.4
	11.5		NINTH ST. JCT.	0.5
P	12.0	R	BRIDGE JCT.	0.0
			12.0	

Switch at Rock Junction must be left set for Pasadena Branch.

Westward—ANAHEIM BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Anaheim	Time-Table No. 84 May 3, 1931		Distance from Whittier Jct.
		STATIONS		
2,304 WT	0.0	D	ANAHEIM	20.0
716	2.7	D	FULLERTON	17.3
I	4.5		A. T. & S. F. CROSSING	15.5
473	6.2		BASTANCHURY JCT.	13.8
1,223	8.0		VIEJO	12.0
I	9.4		PAC. ELEC. CROSSING	10.6
996	10.3	D	LA HABRA	9.7
1,037	17.7	D	WHITTIER	2.3
P	20.0		WHITTIER JCT.	0.0
			20.0	

Westward—RIALTO BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from End of Track	Time-Table No. 84 May 3, 1931		Distance from Riverside Jct.
		STATIONS		
	0.0		END OF TRACK	9.7
	0.7		RIALTO A. T. and S. F. Crossing	9.0
1,361 P	1.2		POOLE	8.5
333 Spur P	3.4		BLOOMINGTON S. P. Crossing	6.3
WFP	6.2	D	CRESTMORE	3.5
	6.4		R. P. CEMENT CO. R. R. CROSSING	3.3
	6.8		RANURA	2.9
174	7.5		ALVARADO	2.2
	8.2		EL RIO	1.5
926 Spur P	8.4		ALAMO	1.3
	8.7		FAIRMONT PARK	1.0
122 P	8.9		HANCOCK	0.8
P	9.4		S. P. INTERCHANGE	0.3
I	9.7		RIVERSIDE JCT.	0.0
			9.7	

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

Westward—GLENDALE BRANCH—Eastward

Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Rossmoyne	Time-Table No. 84 May 3, 1931		Distance from Rock Jct.
		STATIONS		
	0.0		ROSSMOYNE	6.2
313	0.8		GLENDALE	5.4
97	2.6		FOREST LAWN	3.6
392	6.2		A. T. and S. F. Crossing ROCK JCT.	0.0
			6.2	

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

SALT LAKE DIVISION

Westward—EUREKA BRANCH—Eastward								
Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time-Table No. 84 May 3, 1931	Distance from Eureka	FIRST CLASS		
	507	501				502	506	510
	Passenger	Passenger				Passenger	Passenger	Passenger
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	
POWFY		10.25AM	0.0	DN-R TINTIC U	3.6		1.48PM	
	11.38AM		0.8	TINTIC WYE	2.8		11.21AM	
	11.42	10.33	1.6	MAMMOTH JCT.	2.0	10.58AM	11.17AM	
295	11.52AM	10.43AM	3.6	D EUREKA RK	0.0	10.48AM	1.30PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	
	(0.14) 12.0	(0.18) 12.0		Time Average Speed Per Hour		(0.10) 12.0	(0.04) 12.0	

Westward—SILVER CITY BRANCH—Eastward								
Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time-Table No. 84 May 3, 1931	Distance from Silver City	FIRST CLASS		
	505	508				502	506	510
	Passenger	Passenger				Passenger	Passenger	Passenger
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	
POWFY			0.0	DN-R TINTIC U	2.4			
	11.21AM		0.8	TINTIC WYE	1.6		11.38AM	
	11.29AM		2.4	SILVER CITY	0.0		11.30AM	
	Arrive Daily					Leave Daily		
	(0.08) 12.0			Time Average Speed Per Hour		(0.08) 12.0		

Westward—MAMMOTH BRANCH—Eastward						
L. A. & S. L. FIRST CLASS	Distance from Mammoth Junc.	Time-Table No. 84 May 3, 1931	Distance from Mammoth	L. A. & S. L. FIRST CLASS	FIRST CLASS	
					503	504
					Passenger	Passenger
	Leave Daily			STATIONS		Arrive Daily
	10.58AM		0.0	MAMMOTH JCT.	1.6	11.17AM
	11.01AM		0.8	L.A. & S.L. & D. & R.G.W. CROSSING	0.8	11.14AM
	11.06AM		1.6	D MAMMOTH MO	0.0	11.09AM
	Arrive Daily					Leave Daily
	(0.08) 12.0			Time Average Speed Per Hour		(0.08) 12.0

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

EXCEPTIONS—No. 501 is superior to No. 502 No. 507 is superior to No. 510 No. 505 is superior to No. 508
No. 503 is superior to No. 504, Mammoth Jct. to D. & R. G. W. Crossing only.

Time shown at L. A. & S. L. and D. & R. G. W. crossing and Mammoth is for information only.

Trains are governed by D. & R. G. W. R. R. time-table between L. A. & S. L. and D. & R. G. W. crossing and Mammoth.

SPECIAL INSTRUCTIONS governing use of Joint track between L. A. & S. L. and D. & R. G. W. crossing and Mammoth:

Trains going toward Mammoth are superior to trains of the same class coming from Mammoth.

Regular trains twenty (20) minutes or more late, or trains not on joint time table, can proceed only under flag protection. Switching must not be done at Mammoth within five (5) minutes of the arriving time of any train. Switching must not be done, or cars left standing on main track without engine attached.

SALT LAKE DIVISION

Westward—FAIRFIELD BRANCH—Eastward						
Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Cutler	Time-Table No. 84 May 3, 1931	Distance from Topliff	STATIONS		
3,503	0.0	D CUTLER JN	29.3			
	1.9	S. L. & U. CROSSING	27.4			
	2.6	ROBERTS (Spur)	26.7			
	4.9	CLINTON	24.4			
453	12.7	DAHL (Spur)	16.6			
W	15.2	CEDAR FORT	14.1			
450	17.4	FLOYD (Spur)	11.9			
1,160	20.3	FAIRFIELD	9.0			
845	23.6	5 MILE PASS	5.7			
2,024	29.3	TOPLIFF	0.0			
			29.3			

Westward—FRISCO BRANCH—Eastward						
Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Milford	Time-Table No. 84 May 3, 1931	Distance from Newhouse	SECOND CLASS		
				301	302	302
				Mixed	Mixed	Mixed
				Leave	Arrive	Arrive
				Wednesdays	Wednesdays	Wednesdays
POWFTY	8.00AM	0.0	DN-R MILFORD FD	23.5	11.10AM	
357		2.0	MOSCOW (Spur)	21.5		
6,130	f 8.30	6.2	HICKORY (Spur)	17.3	f 10.40	
621	f 8.50	9.9	SOLUS	13.6	f 10.20	
388	9.25AM	16.9	FRISCO	6.6	9.45AM	
331	Y	23.5	NEWHOUSE	0.0		
				23.5		
				Leave	Leave	Leave
				Wednesdays	Wednesdays	Wednesdays
	(1.25) 11.9		Time Average Speed Per Hour		(1.25) 11.9	

Westward—PIOCHE BRANCH—Eastward						
Length of Sidings in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Caliente	Time-Table No. 84 May 3, 1931	Distance from Pioche	SECOND CLASS		
				401	402	402
				Mixed	Mixed	Mixed
				Leave Daily	Leave Daily	Leave Daily
				Ex. Sunday	Ex. Sunday	Ex. Sunday
POWFTY	7.30AM	0.0	DN-R CALIENTE CS	32.7	2.00PM	
f		6.0	PECK	26.7	f	
109	f	11.9	COMET (Spur)	20.8	f	
1,492	s 8.43	14.5	PANACA	18.2	s 12.47	
W		20.4	WATER TANK	12.3		
1,051	s 9.18	21.4	DELMUES	11.3	s 12.12PM	
737	WY 10.15AM	32.7	D PIOCHE RM	0.0	11.15AM	
	Arrive Daily				Leave Daily	
	Ex. Sunday				Ex. Sunday	
	(2.45) 11.9		Time Average Speed Per Hour		(2.45) 11.9	

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

EXCEPTIONS—No. 301 is superior to No. 302
No. 401 is superior to No. 402

SPECIAL RULES

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
 Provo G. H. Heindseiman
 Lehi E. N. Webb
 Eureka John Morley & Son
 Cedar City Gordon Jewelry Co.
 Milford Gordon Jewelry Co.
 Las Vegas M. W. Davis
 Victorville C. H. Howe
 San Bernardino Chas. M. Hanf, 473 Third St.
 Riverside Frank S. Fisher, 886 Main St.
 San Pedro A. J. Bryngelson, 261 W. 6th St.
 Long Beach C. C. Lewis Jewelry Co., 120 Pine Ave.
 Pasadena J. Herbert Hall Company
 Huntington Park James Podmore, 213 So. Pacific Blvd.
 Los Angeles I. B. Blake, 1238 E. 7th St.
 Los Angeles Hal B. Smith, 3720 Whittier Blvd.
 Los Angeles J. McAuliffe, 1972 E. First St.
 Los Angeles G. D. Davidson, 445 So. Spring St.

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

North Yard Telegraph Office
 North Yard Engine Dispatcher's Office
 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
 Cutler Telegraph Office
 Sandy Telegraph Office
 Tintic Telegraph Office
 Lyndyl Telegraph Office
 Milford Telegraph Office
 Lund Telegraph Office
 Caliente Telegraph Office
 Las Vegas Dispatcher's Office
 Las Vegas Round House
 Las Vegas Engineer's Locker Room
 Las Vegas Telegraph Office
 Cima Telegraph Office
 Kelso Telegraph Office
 Yermo Telegraph Office
 Riverside Telegraph Office
 East San Pedro Telegraph Office
 East Yard Round House
 East Yard Telegraph Office
 Los Angeles Dispatcher's Office
 Los Angeles Central Station Locker Room
 Los Angeles Central Station, S. P. Clock

4 (R). Time-table and rules of the Oregon Short Line Railroad will govern all trains within joint yard limits Salt Lake City.

5 (R). Time of trains shown at East Yard applies at Viaduct located at M. P. 4.4 (no siding).

When trains meet at East Yard, either on time-table or train order authority, the westward train, unless otherwise directed, will leave the main track at Telegraph Road located at M. P. 5.6.

9 (R). Lights will not be kept burning at night on switch stands on the St. Thomas, Pioche, Frisco, Fillmore, Delta, Hinckley, Eureka, Mammoth, Silver City, and Fairfield branches. On those branches trains must approach all facing point switches prepared to stop and must know that switches are in proper position before passing over them.

10 (H). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

10 (R). By day and by night, a red, yellow or green light is displayed on color light block signals. See rule 526 (A).

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;
 When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
21	Warner, St. John.	Points west of Tintic at which train is scheduled to stop.
8	Pico, Pomona, Ontario.	Cheyenne and points east.
22	Pico.	Salt Lake and local points east at which train is scheduled to stop.
ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.		
TRAIN	STOPS	PASSENGERS FROM
22	St. John, Warner.	West of Tintic.
7	Colton, passengers destined S. P. points only.	Salt Lake and points east.
7	Ontario, Pomona and Pico.	Cheyenne and points east.
19	Any point in California.	Salt Lake and points east.
21	Any point in California.	Salt Lake and points east.

30 (R). Within the corporate limits of towns and cities named below, the engine bell must be rung continuously while the train or engine is moving:

Long Beach	Ontario	Los Angeles
Pomona		

82 (R). Unless otherwise directed, extra passenger trains will use passenger line and other extra trains will use freight line between Salt Lake City and Buena Vista.

82 (S). Freight line at Buena Vista ends at the switch of the east crossover which leads from the siding to the passenger line.

83 (R). Trains are not required to receive clearance card "form 2643" at initial stations which are not train order offices.

When a clearance card is received at the following stations by the only section of train named, it will confer the same authority as when received at their initial stations:

Salt Lake City—by 6th Subdivision westward trains;
 Daggett—by eastward trains;
 Riverside—by westward trains;
 Central Station—by eastward trains.

Clearance card "form 2643" must be received as follows:

Kelso—by all trains;
 Daggett—by all eastward trains.
 Riverside—by all westward trains.

83 (S). Nos. 63-64-501 and 510 only will register at Tintic.
 Nos. 61-62-65-66-69 and 70 only will register at Wye.
 Nos. 103 and 104 and Cedar City branch trains only will register at Lund.
 Nos. 119, 120, 121, 122 and Boulder City branch trains only will register at Boulder Jct.

First class trains are not required to register at East Yard. Information called for by Rule 83 (B) will be obtained from Train Dispatcher by Operator who will enter it on register.

Trains will register by ticket "form 2642" as follows:

At Sandy—No. 19 and No. 20;
 At Daggett—all trains;
 At Downey Road—all first class trains;
 At Bridge Jct.—all first class trains;
 At Santa Fe Ave.—all S. P. extra trains;
 At Santa Fe Ave.—all first class trains;
 At Washington St. Jct.—all first class trains.

90 (R). Passenger trains, when meeting at Milford, will use the siding which extends from the first cross-over east of the standpipe to the west switch, unless otherwise directed by train order.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

North Yard	Cima	Sandy	Eureka Branch, Silver
Salt Lake City	Kelso	Cutler	City Branch, including
Garfield	Yermo	Provo	Tintic Wye and Mam-
Stockton	Riverside	Nephi	moth Branch, between
Lyndyl	Ontario	Topliff	Mammoth Junction and
Delta	Pomona	Fillmore	D. & R. G. W. crossing
Milford	Pico	Iron Springs	will be operated under
Lund	Los Angeles	Cedar City	yard limit rules.
Modena	East San Pedro	Pioche	
Crestline	Crestmore		
Caliente	Whittier Jct. (For Anaheim Branch.)		
Las Vegas			

Los Angeles yard limits include Glendale and Pasadena Branches.

93 (S). Rules 509 (R) and 511 (B) govern movement of trains and engines on the single track between 210 feet west of Macy Street and 70 feet east of Macy Street, Los Angeles.

96 (R). Signals will not be taken down at Downey Road, Bridge Junction or Santa Fe Avenue.

98 (R). The Utah State law governing movement of trains over railroad crossings at grade is as follows:

"All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

The Utah State law governing the use of locomotive whistle and bell is as follows:

"Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than eighty rods from any street, road or highway crossing until such street, road or highway shall be crossed, but the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid, except in towns and at terminal points; during the prevalence of fogs, snow, and dust storms, the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

The Nevada State law governing the use of locomotive whistle and ringing of locomotive bell is as follows:

Every engineer driving a locomotive on any railway who fails to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eight rods from any place where such railway crosses a traveled road or street, where such road or street is customarily used by the public for the purpose of travel (except in cities where other regulations are required), or to continue the ringing of such bell or sounding of such whistle until such locomotive shall have crossed such road or street, shall be guilty of a misdemeanor."

SPECIAL RULES

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains which have precedence	How Governed
Salt Lake City (M.P. 782.5)	D.& R.G.W.	O. S. L.	
Salt Lake City (M.P. 782.4)	D.& R.G.W.	D.& R.G.W.	Interlocking Plant
Salt Lake City (M.P. 782.5 Freight Line)	S.L.G.& W.	O. S. L.	
Salt Lake City (M.P. 782.4 Freight Line)	D.& R.G.W.	O. S. L.	
Salt Lake City (M.P. 781.3 Freight Line)	W. P.	L. A. & S. L.	
Smelter (M. P. 767.1)	B. & G.	L. A. & S. L.	Cabin Interlocking Plant.
American Fork (M.P. 766.0)	S. L. & U.	L. A. & S. L.	Cabin Interlocking Plant.
Lake View (M.P. 757.3)	D.& R.G.W.	L. A. & S. L.	
Mammoth Br. (M. P. 2.41)	D.& R.G.W.	D.& R.G.W.	
Fairfield Br. (M. P. 1.85)	S. L. & U.	L. A. & S. L.	
Lehi (M.P. 769.5 Sugar Factory Spur)	S. L. & U.	L. A. & S. L.	
Ironton (M. P. 0.67)	D.& R.G.W.	D.& R.G.W.	Interlocking Plant
Ironton (M. P. 0.75)	S. L. & U.	S. L. & U.	Interlocking Plant
Crucero.	T. & T.	L. A. & S. L.	Interlocking Plant
Santa Fe Ave., Los Angeles	L. A. Ry.	L. A. & S. L.	
Redondo Jct. Tower, Los Angeles.	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Bridge Jct.	L. A. & S. L.		Westward trains and engines from the direction of Pasadena, must stop at Stop Sign at Bridge Junction, unless proceed signal given with yellow flag or light is received from the switchtender. Westward trains and engines from the direction of Downey Road must stop at Stop Sign at Bridge Junction unless proceed signal given with green flag or light is received from the switchtender.
Pomona Depot.	P. E.	L. A. & S. L.	
W. O. Tower.	S. P.	S. P.	Interlocking Plant
Ontario Tower.	S. P.	S. P.	Interlocking Plant
Ontario (0.5 mi. east of tower)	S. P.	S. P.	
Magnolia Ave.	P. E.	L. A. & S. L.	Interlocking Plant
Riverside Jct.	S. P. A.T.& S.F.	S. P. A.T.& S.F.	Interlocking Plant
SAN PEDRO BRANCH: M. P. 3.6.	L. A. Jct. Ry.	L. A. & S. L.	Interlocking Plant
Hobart Tower.	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Mile Post 5.1.	P. E.	L. A. & S. L.	Interlocking Plant
South Gate Station.	S. P.	S. P.	Interlocking Plant
Clearwater (3,014 ft. east of East Switch).	P. E.	L. A. & S. L.	Interlocking Plant
Mile Post 11.1.	P. E.	L. A. & S. L.	Interlocking Plant
Seventh St., Long Beach.	P. E.	L. A. & S. L.	
Broadway, Long Beach.	P. E.	L. A. & S. L.	
Pico Ave., Long Beach.	P. E.	L. A. & S. L.	
Seaside Drawbridge.	Drawbridge		Interlocking Plant

98 (S). Continued.

Location	Railroad Crossed	Trains which have precedence	How Governed
PASADENA BRANCH: Aliso St., Los Angeles.	P. E.	L. A. & S. L.	Stop if so signalled by crossing flagman.
Alhambra Ave., Los Angeles.	S. P.	S. P.	Interlocking Plant
Main St., Los Angeles.	L. A. Ry.	L. A. & S. L.	
Ave. 20, Los Angeles.	L. A. Ry.	L. A. & S. L.	
Pasadena Ave. & Ave. 36.	P. E.	L. A. & S. L.	
Highland Park.	A.T.& S.F.	A.T.& S.F.	Stop and get proceed signal from crossing flagman.
Marmion Way, Los Angeles.	P. E.	L. A. & S. L.	
Fair Oaks Ave., Pasadena (M. P. 8.5)	P. E.	L. A. & S. L.	Stop and flag crossing.
N. Orange Gr. Ave., Pasadena.	P. E.	L. A. & S. L.	
Lincoln Ave., Pasadena (M. P. 11).	P. E.	L. A. & S. L.	
Lincoln Ave., Pasadena (M. P. 12).	P. E.	L. A. & S. L.	
GLENDALE BRANCH: Rock Jct.	A.T.& S.F.	A.T.& S.F.	Stop and throw target.
Dayton Ave., Los Angeles. M. P. 3.8.	L. A. Ry.	L. A. & S. L.	
Broadway, Glendale.	P. E.	L. A. & S. L.	Stop before crossing.
ANAHEIM BRANCH: Philadelphia Ave., Whittier	P. E.	P. E.	Flag crossing.
Leffingwell Spur (4 miles east of Whittier).	P. E.	L. A. & S. L.	
La Habra.	P. E.	P. E.	Interlocking Plant
Bastanchury Spur.	A.T.& S.F. P. E.	A.T.& S.F. P. E.	Flag both crossings.
Fullerton Tower (1.8 miles west of Fullerton).	A.T.& S.F.	A.T.& S.F.	Interlocking Plant
Anaheim Sugar Spur.	A.T.& S.F.	L. A. & S. L.	

98 (T). If home signals at cabin interlocking plants are in stop position, trains may proceed when crossing and signals are clear and if signals do not clear, flagman must go ahead over crossing and then be governed by Rule 509 to the next signal.

98 (U). Interlocking plant located on spur track serving Columbia Steel Plant between Provo and Ironton, crossing of D. & R. G. W. R. R. double track and single track on S. L. & U. R. R.

Movements of trains on L. A. & S. L. to Steel Plant will be governed by home signal located on right-hand side of track five hundred (500) feet from crossing.

Movements of trains from Steel Plant to L. A. & S. L. will be governed by two-arm home signal located on L. A. & S. L. five hundred (500) feet from S. L. & U. crossing on left-hand side of track. Upper arm will govern all movements from Steel Plant over L. A. & S. L. track to Provo Yard. Lower arm will govern all movements from Steel Plant to D. & R. G. W. westward main track.

One long sound of engine whistle should be used by L. A. & S. L. engines when calling for home signal.

101 (G). When a train encounters any dangerous defects in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510 and 808) the fact must be reported to the train dispatcher from the first point of communication, telephone booth or telegraph office.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine. In switching with an engine equipped with foot boards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading foot board of engine in direction the engine is moving, on either yard or main tracks, except as follows:

In lead switching where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

Employees are prohibited from riding on engines or cars as follows:

On engine foot board between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

On leading foot board while coupling engine to cars;

On engine pilots;

On deadwood, drawbars, brake beams, journal boxes, or brake wheels;

On end of cars containing loads which may shift.

103 (B). Air brakes must be working on all cars before starting up inclines leading to sugar beet trestles, or oil unloading facilities.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

104 (E). Roadway machines, such as ditchers, pile drivers, rail loaders, bridge derricks and the like, must not be dropped either alone or with other cars, but must be shoved to a stop.

Except in emergency, yard or road crews should not "stake" or "pole" cars of any kind.

104 (F). Spring switches are indicated by a letter 'S' on switch target, and trains moving against the current of traffic must stop and examine the switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set by hand for tracks over which movement is being made before a reverse movement is made, or before backing to take up slack.

Spring switches are located as follows:

- Cedar City—end of loop;
- Islan—east end;
- Caliente—east end;
- Yermo—west end;
- Riverside—west end double track;
- East Yard—east end (Telegraph Road);
- Butte Street Junction;
- Macy Street, 70 feet east—west end of double track;
- Macy Street, 210 feet east—east end of double track.

See rule 152 (R) governing speed over spring switches.

104 (R). Switches will be set normally—
At east end Cedar City Loop, spring switch for westward trains; speed restrictions 10 miles per hour;

At Tintic Wye for Eureka Branch—Silver City main line;

At Pioche—Wye switch for Prince Con. R. R.;

At Crestline—Wye switch for east leg of wye;

At Provo—switch leading to Ironton for Ironton spur;

At Riverside—spring switch at west end double track, for eastward trains; speed restrictions 10 miles per hour, for eastward trains;

At Butte Street Junction—spring switch for Butte Street main track;

At 70 feet east of Macy Street—spring switch at west end of double track for eastward main track, speed restrictions ten (10) miles per hour;

At 210 feet west of Macy Street—spring switch at east end of double track for westward main track, speed restrictions ten (10) miles per hour;

At Rock Jct.—for Pasadena Branch.

104 (S). All eastward trains leaving Caliente freight yard will head through drill track, using spring switch, instead of heading out through cross-over. All westward trains heading into yard at Caliente will use the first cross-over west of the east drill track switch.

104 (T). Between the hours of 6.30 A. M. and 3.30 P. M. and between 4.30 P. M. and 12.30 A. M., eastward L. A. & S. L. R. R. passenger trains entering Salt Lake City Passenger Station must stop to clear Second South Street unless they receive proceed signal from switchtender. Westward L. A. & S. L. R. R. passenger trains leaving Salt Lake City Passenger Station between these times must stop to clear lead unless they receive proceed signal from switchtender. Proceed signal must be acknowledged.

D 151 (R). Trains will keep to the left between Bridge Junction and Downey Road. Westward trains and engines en route to Butte Street will use left hand track from Downey Road to Bridge Junction. Eastward trains and engines will use left hand track from Bridge Junction to Butte Street Junction, and use middle track from Butte Street Junction to Downey Road.

SPECIAL RULES

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains and under heading of "Frt." includes mixed trains and light engines with or without cabooses.)

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psg.	Frt.	
At any point	50	35	
At any point	20	20	Engines backing up, with or without cars.
At any point	45		With Mikado type engine.
At any point	40		With Consolidation type engine.
At any point	15	15	Dead engines with side rods or main rods down.
At any point	25	25	Dead engines with side rods and main rods in place, unless otherwise restricted.
Over spring switches	15	15	When using turnouts.
Over spring switches	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches	20	20	When not using turnout, but when movement is over facing point switch.
At any point on curved track		25	Steam derrick, cranes, hoists, ditchers and pile drivers.
At any point on tangent track		30	Steam derrick, cranes, hoists, ditchers and pile drivers.
Passing open train order offices		20	
Through interlocking plants	30	30	Where no other speed restriction is designated.
Within yard limits	30	15	Speed must be as much slower as rules or conditions may require.
Thru tunnel 2nd and 3rd Sub-Divs.	20	20	
Bet. Islen and Minto	12	12	Light engines backing up.
Bet. M.P. 460.97 & M.P. 464.05	20	20	
Bet. M.P. 466.06 & M.P. 466.57	20	20	
Bet. M.P. 468.95 & M.P. 477.25	20	20	
Bet. M.P. 478.93 & M.P. 481.77	20	20	
Bet. M.P. 486.66 & M.P. 488.90	20	20	
Bet. M.P. 493.94 & M.P. 497.27	20	20	
Freight line between Buena Vista and Salt Lake	30	30	
Bet. Lynndyl and Juab	40		
Bet. Lynndyl and Juab		25	With 2-10-2 type engine.
Bet. Juab and Provo	45		
Bet. M.P. 676.82 & M.P. 677.88	30	20	
Bet. M.P. 683.60 & M.P. 684.54	30	20	
Bet. M.P. 685.53 & M.P. 686.05	30	20	
Bet. M.P. 691.54 & M.P. 692.53	30	20	
Bet. M.P. 732.74 & M.P. 733.70	30	20	
Bet. M.P. 773.31 & M.P. 775.50	30	20	
Bet. M.P. 777.64 & M.P. 778.17	30	20	
Fioche Branch	12	12	
Cedar City Branch	45	30	
Frisko Branch	12	12	
Delta Branch	12	12	
Fillmore Branch	35	25	

152 (R). Continued.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psg.	Frt.	
Eureka Branch	12	12	
Mammoth Branch	12	12	
Silver City Branch	12	12	
Fairfield Branch	30	30	
Moapa (West End of Yard)	30	30	Over remote controlled switch.
St. Thomas Branch	12	12	
Narrows on St. Thomas Branch	10	10	
Bet. Topliff and A.S.&R. Quarry	15	15	
Lake Point		15	On High Line.
Eureka	6	6	Within City Limits.
Nephi	30	30	Within City Limits.
Provo	15	15	Within City Limits.
Pleasant Grove	30	30	Within City Limits.
American Fork	20	20	Within City Limits.
Lehi	30	30	Within City Limits.
Cedar City loop	10	10	Over spring switch.
Crucero (West end of yard)	30	30	Over remote controlled switch.
Sand Territory: Bet. M. P. 39.5 and 46.5 Bet. M. P. 159.9 and 160.7 Bet. M. P. 205 and 215			Speed of passenger trains must be restricted sufficiently to avoid raising dust on observation end.
Second Subdivision	30	24	M.P. 314.54 & M.P. 315.00 M.P. 315.51 & M.P. 315.68 M.P. 315.85 & M.P. 316.18 M.P. 316.30 & M.P. 316.46 M.P. 318.49 & M.P. 318.68 M.P. 319.13 & M.P. 319.36 M.P. 319.52 & M.P. 319.70
Arden: Blue Diamond spur:	15	15	Between end of track and M P. 6.
	20	20	Between M. P. 6 and Arden.
Pasadena Branch	25	15	
Glendale Branch	20	15	
San Pedro Branch	40	30	
Anaheim Branch	30	25	
THROUGH CORPORATE LIMITS: Los Angeles	8	8	Over any steam R. R. or electric line crossing not interlocked.
Los Angeles	8	8	Between 7th St. and San Fernando Road.
Pomona	15	15	
Ontario	15	15	
Long Beach	20	15	
LOS ANGELES: Santa Fe Avenue	8	8	L. A. Ry. crossing.
Redondo Jct. Tower— A. T. & S. F. Ry.	8	8	Interlocking plant.
POMONA: Depot	15	15	P. E. Ry. crossing.
ONTARIO: S. P. Ry. Crossing (0.5 Mi. E. of Tower)	8	8	S. P. Ry. crossing.
RIVERSIDE: Spring switch west end double track	10	10	For eastward trains.
SAN PEDRO BRANCH: L. A. Jct. Ry. (M. P. 3.6)	10	10	Interlocking plant.
Hobart Tower—A.T.&S.F.Ry.	15	15	Interlocking plant.
M. P. 5.1—P. E. Ry.	15	15	Interlocking plant.
South Gate—S. P. Ry.	15	15	Interlocking plant.
M. P. 11.1—P. E. Ry.	15	15	Interlocking plant.
San Pedro Branch	20	20	Bet. M. P. 17.4 and 19.

152 (R). Continued.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psg.	Frt.	
LONG BEACH: 7th St.—P. E. Ry.	6	6	
Broadway—P. E. Ry.	5	5	
Bet. Golden and 4th Sts.	6	6	
Bet. 4th St. and Anaheim Road	12	12	
Pico Avenue	15	15	P. E. Ry. crossing.
Seaside Drawbridge	15	15	Drawbridge—Interlocking plant.
PASADENA BRANCH: Spring switches East and West of Macy St.	10	10	All trains and engines.
Alhambra Ave.—S. P. Ry.	15	15	Interlocking plant.
Fair Oaks Ave., Pasadena (M. P. 8.5)	8	8	P. E. Ry. crossing.
No. Orange Gr. Ave., Pasadena	8	8	P. E. Ry. crossing.
Lincoln Ave. (M. P. 11) Pasadena	8	8	P. E. Ry. crossing.
Lincoln Ave. (M. P. 12) Pasadena	8	8	P. E. Ry. crossing.
GLENDALE BRANCH: Dayton Ave., Los Angeles	15	15	L. A. Ry. crossing.
Mile Post 3.8	15	15	L. A. Ry. crossing.
ANAHEIM BRANCH: Leffingwell Spur (4 Mi. east of Whittier)	15	15	P. E. Ry. crossing.
La Habra	15	15	P. E. Ry.—Interlocking plant.
Anaheim branch	10	10	Bet. M. P. 12 and 13.
Whittier	15	15	Bet. M. P. 2 and 2.5.
Fullerton Tower (1.8 Mi. west of Fullerton) (A.T.&S.F.Ry.)	15	15	Interlocking plant.
Anaheim Sugar Spur (M.P. 19)	15	15	A. T. & S. F. crossing.
RIALTO BRANCH: Bridge 1.86 Santa Ana River	10	10	Applies to L. A. & S. L. trains and locomotives only.

(Between)	Minimum Number Minutes to be Consumed	
	Psg.	Frt.
Etna and Stine	10	13
Stine and Boyd	9	12
Boyd and Elgin	13	17
Elgin and Kyle	9	11
Kyle and Leith	10	13
Carp and Vigo	11	14
Vigo and Galt	10	13
Galt and Hoya	10	14
Hoya and Rox	8	13
Rox and Farrier	8	12
Cima and Chase	8	12
Chase and Elora	6	9
Elora and Dawes	8	11
Dawes and Hayden	9	13
Hayden and Kelso	7	11
Cima and Kelso		

Freight trains must consume three minutes for each mile run except that they must consume four minutes for each mile run when 75% of their lading is rock or other equally heavy material.

SPECIAL RULES

152 (S). Curve Warning signals consisting of a low post with dove tail sign painted yellow are installed on engineer's side of track five hundred feet in advance of curves of four degrees, so that engineers may take necessary action to steady trains around such curves.

221 (R). At all stations (except in block signal territory) where train order signal is located outside of siding switches, all trains that must pass the switch used by opposing trains in taking siding, must approach said switch with caution, and if train order signal is held in stop position, must stop clear of switch until cause of stop signal has been ascertained.

350 (R). Staff system between Santa Fe Avenue and Bridge Junction governs movement of all trains and engines. Exceptions: Switch crews and engines turning on wye may use main track between Bridge Junction and east derail at Redondo Tower without staff; crews switching Hammond Lumber Company or serving industries west of Redondo Tower may use main track between Santa Fe Avenue and west derail without staff; Rule 93 to apply.

350 (S). Possession of staff is authority for a train or engine to proceed to next staff station, but does not supersede the indication of interlocking signal at Redondo Tower, nor relieve yard, train and enginemen from being on lookout for switch crews and engines using main track as referred to in Exceptions to Special Rule No. 350 (R).

509 (E). Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal, on double track when ready to proceed as per Rule 509 (C), and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) must be given before the train proceeds.

509 (G). On single track, when a light engine or motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed not exceeding six miles an hour to the next signal, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

509 (R). When a block signal displays stop indication due to switch being set to permit a train to enter siding, and engineman of train to take siding can see that switch is properly set for his train, such train may proceed into siding with caution without stopping for block signal, upon receiving proper signal from trainman or switch tender.

509 (S). Home signal at east end Los Angeles River Bridge governs A. T. & S. F. spur track crossing at west end of bridge. Color light dwarf signal at west end of bridge governs A. T. & S. F. main track crossing at Redondo Tower.

525. If a block signal fails to indicate "stop" or "caution" when a block is entered, a member of the crew must be left at the signal; the Train Dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

525 (A). If a block signal fails to indicate "stop" or "caution" when a light engine, or a motor train with only one trainman, enters a block, the Train Dispatcher must be notified from the first available point of communication, and report must be sent to the Superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop, and be governed by Rules 509 (A), 509 (B) and 509 (E) on single track and by Rule 509 (C) on double track.

674 (R). To indicate the route to be used through the interlocking plants shown below, the following engine whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

Crucero:			
For main track	—	—	—
For siding	—o	—o	—o
For transfer track	—o—o	—o—o	—o—o
W. O. Tower (M. P. 33) Pomona:			
Siding	—	—o	—o
Magnolia Ave. Tower:			
Main track to siding	—o—o	—o—o	—o—o
Main track to back track	—o—o	—o—o	—o—o
Back track to spur	—o—o—o	—o—o—o	—o—o—o
Riverside Junction:			
Main track	—o—o—o	—o—o—o	—o—o—o
To transfer track	—o—o—o	—o—o—o	—o—o—o
Downey Road:			
For main track	—	—	—
For San Pedro or Pasadena Branch	—o	—o	—o
Hobart:			
Siding	—o	—o	—o
East wye	—o—o—o	—o—o—o	—o—o—o

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on the front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

713 (R). Operators will arrange to be out in front of the office when trains are passing, using a white light at night and exchange signals with a member of the train crew so that if operator should discover anything wrong with the train, he will be in a position to signal crew to stop.

720 (R). Passengers will not be carried on freight trains except persons in charge of live stock and caretakers of other property as provided for in published tariffs; or persons presenting special permit issued by the General Manager; annual and trip passes issued in favor of officers and employes, unless endorsed otherwise and trip passes in favor of employes when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop, when employes are traveling on company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

802 (A). When one or more cars are being switched or pushed over a road crossing not protected by watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman. He should not get on the leading end of car until it has passed over the crossing. This rule will also apply to back-up movement of road engine where a man is required to ride rear of tank.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

When there is ample room, crossing must be cut so as to leave an open space of one hundred feet each side of crossing.

802 (R). Trains must stop and flag over Lincoln Avenue highway crossing, Pasadena, M. P. 11, on account of building obstructing the view.

Trains must be preceded over Colorado Street, Pasadena, by flagman, unless crossing flagman on duty for protection of traffic.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)
From Salt Lake City to Los Angeles	6000 lbs.	3000 lbs.
From Los Angeles to Salt Lake City	6000 "	3000 "
From Salt Lake City to Lynnndyl, via Provo.....	6000 "	3000 "
From Lynnndyl to Salt Lake City, via Provo....	6000 "	3000 "

824 (R). In addition to making inspection of train as often as practicable, as per rule 824, freight trains must stop and be inspected at the following points:

Ontario	—Eastward.
Kelso	—Eastward and westward, 10 minutes.
Cima	—Westward.
Chase	—Westward, 10 minutes.
Dawes	—Westward, 10 minutes.
Desert	—Eastward and westward.
M. P. 6 Blue	
Diamond Spur (Arden)	—Eastward, 10 minutes.
Rox	—Eastward and westward.
Carp	—Eastward.
Leith	—Westward.
Islen	—Westward.
Crestline	—Eastward and westward.
Modena	—Eastward and westward.
Lund	—Eastward and westward.
Clear Lake	—Eastward and westward.
Tintic	—Westward.
	—Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Tintic in which case stop will be made at Boulder and inspection made.
Stockton	—Westward.
Warner	—Eastward.
Nephi	—Eastward and westward.
Provo	—Eastward and westward.

Freight trains will not exceed ten miles an hour pulling out of inspection points until proceed signal is given from rear.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Phillip Stephens.	Chief Surgeon.....	Los Angeles... All	
Spencer Wright..	Division Surgeon..	Salt Lake City.. All	
O. J. La Barge...	Asst. Div. Surgeon.	Salt Lake City.. All	
L. R. Cowan.....	Assistant Surgeon.	Salt Lake City.. All	
C. R. Cornwall...	Assistant Surgeon.	Salt Lake City.. All	
E. F. Root.....	Consultant.....	Salt Lake City.. All	
E. A. Tripp.....	Dentist.....	Salt Lake City.. All	
J. H. Peck.....	Assistant Surgeon.	Tooele..... Dunbar to Morris.	
Z. G. Logan.....	Assistant Surgeon.	Ophir..... Ophir to Salt Lake City.	
G. Q. Christensen.	Assistant Surgeon.	Lynnndyl..... Delta to Dyer.	
W. H. Wright....	Assistant Surgeon.	Delta..... Black Rock to Delta.	
A. Bybee.....	Assistant Surgeon.	Millford..... Crestline to Black Rock.	
W. W. Stockham..	Assistant Surgeon.	Callente..... Carp to Crestline.	
F. D. Worlton...	Assistant Surgeon.	Lehi..... Lehi to Sandy.	
J. F. Noyes.....	Assistant Surgeon.	American Fork	American Fork to Topliff.
O. E. Grua.....	Assistant Surgeon.	Pleasant Grove	Pleasant Grove to Sandy.
Fred R. Taylor...	Assistant Surgeon.	Provo.....	Spanish Fork to Vineyard.
L. W. Oaks.....	Assistant Oculist..	Provo.....	Provo.
H. G. Merrill.....	Assistant Oculist..	Provo.....	Provo.
V. R. Greenwood.	Consulting Dentist	Provo.....	Provo.
G. E. Christenson.	Assistant Surgeon.	Payson.....	Spanish Fork to Sandy.
L. D. Stewart...	Alternate Surgeon.	Payson.....	Spanish Fork to Sandy.
T. W. Alfred....	Assistant Surgeon.	Nephi.....	Santaquin to Lynnndyl.
F. H. Beckstead..	Assistant Surgeon.	Nephi.....	Santaquin to Lynnndyl.
William Baker...	Assistant Surgeon.	Fillmore.....	Fillmore to Delta.
M. J. MacFarlane.	Assistant Surgeon.	Cedar City.....	Cedar City to Avon.
T. W. Bergstrom.	Alternate Surgeon.	Cedar City.....	Cedar City to Avon.
T. D. S. McCall...	Assistant Surgeon.	Pioche.....	Pioche to Panaca.
H. C. Vander Meulin.....	Assistant Surgeon.	Las Vegas.....	Las Vegas to Carp.
D. W. MacKenzie	Assistant Surgeon.	Yermo.....	Barstow to Calada.
S. B. Richards...	Assistant Surgeon.	Victorville....	Hesperia to Barstow.
F. W. McCorkle..	Assistant Surgeon.	Victorville....	Hesperia to Barstow.
W. D. Lenker...	Assistant Surgeon.	San Bern'dino.	Colton to Hesperia.
Wm. W. Roblee...	Assistant Surgeon.	Riverside.....	Colton to Ontario.
Fred L. Horton..	Assistant Surgeon.	Pomona.....	Rowland to Ontario.
R. V. Graves....	Assistant Surgeon.	Fullerton.....	Fullerton to Anaheim.
O. S. Parrett....	Assistant Surgeon.	La Habra.....	La Habra to Fullerton.
F. McL. Campbell	Assistant Surgeon.	San Pedro.....	San Pedro to West Long Beach.
J. Severy Hibben	Assistant Surgeon.	Pasadena.....	Pasadena to Los Ang'les.
Frank D. Sweet..	Assistant Surgeon.	Long Beach....	W. Long Beach to Hynes.
D. L. Gamette...	Assistant Surgeon.	Los Angeles... All	
J. W. Shilling...	Assistant Surgeon.	Los Angeles... All	
Shuter F. Fagan	Assistant Surgeon.	Los Angeles... All	
Frank E. Tull...	Sight & Hearing....	Los Angeles... All	
R. A. Woodhull..	Oculist.....	Los Angeles... All	
Rea Smith.....	Consultant.....	Los Angeles... All	
Sam'l Kaufman...	Consulting Dentist	Los Angeles... All	
J. P. Mortensen	Assistant Surgeon.	Los Angeles... All	Belvedere Gardens.

SPECIAL RULES

865 (A). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives or other dangerous articles, must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded, placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must not be nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid," nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive or motor car, or caboose, nor next to gondola or flat cars when lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

- Drover cars,
- Scale test cars,
- Cars with emergency drawbars,
- Outfit cars,
- Emigrant movables,
- All wooden underframe cars,
- Any car tagged with Form 4725 reading "Handle only at rear end of train."

Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars. Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

- (a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- (b) When containing live stock or perishables, may be chained up in train and handled to first repair point.
- (c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride car.

A red flag by day or a red light at night, must be displayed on the rear of any car handled behind caboose.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

886 (R). Freight trains consisting of more than 25 cars will cut off engine to take fuel or water when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot. Test of air brakes must be made as required by air brake rule 1041.

887 (R). Air brake test as required by air brake rules 1040, 1041, 1042, 1043, will be made on all trains where conditions require road train brake test.

Air brake test as required by special rule 887 (T) will be made on all westward trains at Cima.

Air brake test as required by special rule 887 (T) will be made on all freight trains at the following points:

- Cima —Westward (All trains);
- Crestline —Westward;
- Tintic —Eastward and westward where angle cock has been turned and hose separated;
- Boulter —Eastward and westward where angle cock has been turned and hose separated;
- Mount —Eastward and westward where angle cock has been turned and hose separated.

All engines operating on the Eureka, Mammoth, Silver City, Frisco, and Pioche branches must maintain brake pipe pressure of not less than ninety (90) pounds.

887 (S). Retaining valves will be used on all westward freight trains between Islen and Minto in proportion to weight of train, exclusive of locomotive, as follows:

- Less than 35 tons per car, use 5 head retaining valves and every third one throughout train.
- More than 35 tons per car or less than 50 tons per car, use 5 head retaining valves and every other one throughout the train.
- More than 50 tons per car, use all retaining valves.

To ascertain average number of tons per car in train, divide tonnage in train by the total number of cars being handled.

Westward freight trains will turn up retaining valves at Islen and stop at Minto and turn down retaining valves.

Retaining valves must be used on all trains as required by Air Brake Rule 1077 (A) as follows:

- Pioche to M. P. 30;
- M. P. 27 to M. P. 22 Pioche Branch;
- Frisco to Milford;
- Frisco to Newhouse;
- Eureka to Tintic;
- Mammoth to Tintic;
- Silver City to Tintic;
- Desert Mound to Iron Springs on at least 50% of all loads handled;
- Cima to Kelso;
- On Blue Diamond Spur (Arden) from end of track to Arden.

On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as required by Air Brake Rule 1077 (A).

887 (T). When standard brake pipe pressure is obtained, engineman will, upon proper request or signal, make a service reduction of 10 pounds on passenger and 20 pounds on freight train and sound one short blast of the whistle. When the trainman at the rear car sees rear brake apply, he will signal release, and the engineman will sound two short blasts of the whistle following release of brakes. The train must not proceed until the brakes are released on rear car and brake pipe pressure charged to standard pressure. If the train has been delayed 30 minutes or more the above test will be repeated before leaving.

887 (U). Maximum tonnage per operative brake in freight service, Cima to Kelso, is seventy-five (75) tons.

888 (A). While passing through cities, towns and yards, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

888 (R). All engines will approach and pass over Aliso Street and Santa Fe Avenue, and run on Alameda Street, Los Angeles, cautiously, engineman and fireman keeping an especially sharp lookout for street traffic.

896 (R). 2700-5500-7800-8800 Class engines must not be operated on the following tracks, except as noted:

- Buena Vista —Old Siding.
- Wye —Wye Tracks, except 2700 Class.
- Lake Point —A. S. & R. Spur, except 2700 Class.
- Warner —East leg of Wye, except 2700 Class.
- Bauer —Honerine Mill Spur.
- Stockton —Gravel Pit Tracks, except 2700 Class.
- Tintic —Tracks 1 and 2 alongside Eureka Branch, except 2700 Class.
- Lynndyl —Sand Pit Tracks.

896 (R). Continued.

- Delta —East leg of Wye.
- East and west lead to sugar factory beyond Standard Oil Spur.
- Hal Oil Spur beyond a point 380 feet from switch.
- Spur.
- Dike Track.
- Set Out Track, except 2700 Class.
- Set Out Track, except 2700 Class.
- Depressed track.
- Yellow Pine Mining Co. Warehouse Spur, except 2700 Class.
- Set out Spur, except 2700 Class.
- Set out Spur, except 2700 Class.
- Sand Spur, except 2700 Class.
- Sand Spur.
- Gravel Pit Tracks, including Heiselts Spur.
- Sugar factory tracks and beet trestles.
- Chipman's Spur.
- Co-op Spur.
- Pulley Spur, except 2700 Class.
- Thornton Spur.
- Lumber Spur.
- Beet trestle.
- Spur Track.
- Wye.
- Texas Oil Spur.
- Gas Plant Spur.
- Bullock's Spur.
- Sugar factory spurs, except 2700 Class.
- Sugar Beet trestles.
- West switch scale track.
- Old coal track.
- Wye.
- Stock track.
- Gravel Pit Spur.
- East and west leg of wye.
- Mill and Oil Spur.
- East end team track.
- Spur, except 2700 Class.
- Spur, except 2700 Class, restricted beyond boiler house.
- All tracks.
- All tracks.
- All tracks.
- All tracks.
- Oil track No. 12.
- Commissary Spur.
- Lead to freight house track No. 6, main track switch.
- All tracks west of Bridge 0.68.
- All tracks west of M. P. 1.00.
- All tracks.

3150-3176 and 6000 Class engines must not be operated on the following tracks, except as noted:

- Buena Vista —Old siding, except 6000 Class.
- Bauer —Honerine Mill Coal trestle.
- Lynndyl —Sand pit, except 6000 Class.
- Delta —East leg of wye, except 6000 Class.
- East and west lead to sugar factory beyond Standard Oil Spur.
- Hal Oil Spur beyond 380 feet from switch.
- Sand spur beyond a point 540 feet from switch.
- Sugar factory beet trestles.
- Thornton Spur.
- Beet trestle.
- Beet trestles.
- Texas Oil Spur.
- Beet trestles, except 6000 Class on south beet trestle only.
- Scale track No. 17, west switch taking out of sugar factory lead, except 6000 Class.
- Old coal track, except 6000 Class.
- Gravel pit spur.

(Continued on page 17)

SPECIAL RULES

896 (R). Continued.

Nephi —East leg of wye, except 6000 Class.
—East end of team track, except 6000 Class.
Parley Ice Plant —Spur, beyond boiler house.
Hickory —Spur track.
Newhouse —End of branch track. Engines must not go beyond old water column.
Pioche Branch —Light Pacific and light Consolidated engines permitted. Heavy Pacific and heavy Consolidated engines not permitted west of bridge 0.68.
St. Thomas Branch —All tracks, except 6000 Class.
Jean —Depressed track, except 6000 Class.

2700, 3150-3181, 5500, 7800, and 8800 Class engines must not be operated on the following tracks:

Crestmore Track —All tracks.
Bly Quarry —All tracks.
Rialto Branch —All tracks.
Glendale Branch —All tracks.
Pomona —250 feet eastwardly of Pomona Fruit Growers' Exchange spur track located east side of Exchange Growers' Building.
Anaheim Branch —All tracks, except light Pacific type.
Pasadena Branch —All tracks, except light Pacific type.
Bell —2 Fairchild-Gilmore spurs.
South Gate —F. W. Braun Co.
South Gate —California Cyanide Co.
South Gate —Bent Concrete Pipe Co.
South Gate —Western States Chemical Co.
South Gate —Blue & Mason.
South Gate —Benedict & Moorman.
South Gate —2 Emsco Refractories Co. spurs.
South Gate —2 Western Concrete Pipe Co. spurs.
Workman —2 L. A. Co. Flood Control spurs.
Clearwater —Macco Lumber Co.
Hynes —Southern California Edison Co.
Rioco —2 Richfield Oil Co. spurs.
Long Beach —Tank spur.

5500, 7800 and 8800 Class engines must not be operated on the following tracks:

Bell —Storage track.
Bartolo —Spur.
Clayton —Spur.
Hudson —Spur.
Rowland —House track.
Fallon —Spur.
Ontario —Spur, Packing House at Cypress Ave.
Ontario —San Antonio Packing Co.
Ontario —United Canneries.
Ontario —Cutler-Lobingier Packing Co.
Ontario —Edison Appliance Co.
Glenavon —Spur.
Magnolia Ave. —Outer siding.
Magnolia Ave. —Spur.
Riverside —City oil spur.

5500 and 8800 Class engines must not be operated on the following tracks:

Colton —Over heavy curve connecting Southern Pacific and Santa Fe trackage.

5500, 7800 and 8800 Class engines must not be operated between west switch at Bixby and East San Pedro.

5500, 7800 and 8800 Class engines must not exceed ten (10) miles an hour on house track at Pico.

6000, 2700, 3150-3181, 5500, 7800 and 8800 Class engines must not be operated on the following tracks:

Whittier —Whittier Ass'n Lemon spur.
South Gate —3 Fibreboard Products Co. spurs.
Long Beach —West leg east breakwater.
Long Beach —East leg east breakwater.
Long Beach —East Mole.
Long Beach —Linden Ave., Spur-Hauser Construction Co.
W. Long Beach —West Mole.

3150, 6000 and Shay Class engines only, are permitted to operate on Eureka, Mammoth, and Silver City branches. All classes of engines may turn on Tintic wye.

No engines are allowed to be operated over unloading flume on Chase water track.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding of single or double track. On double track, special care must be taken to sound warning signals and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Notice is hereby given that, in addition to impaired clearances involving main tracks as shown below, there are certain other overhead and side impairments in connection with platforms and other structures served by industry, stock and other tracks. There are also high voltage wire installations upon or near the right of way. Employees must inform themselves as to the location of all such impairments and wires and exercise due care to avoid injury therefrom.

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes	Side.
First Subdivision:		
West of Santa Fe Ave.....	Balance Wt. Redondo Tower signal	Side.
Butte St. and Santa Fe Ave..	Light and phone wires to sw. shanty	Top.
West Line Santa Fe Ave....	Gate post	Side.
Butte St. and Santa Fe Ave..	Light wires to gate house..	Top.
600 ft. W. Redondo Tower..	Balance wt. on signal.....	Side.
Los Angeles River	Bridge	Side.
M. P. 8.90	Highway bridge	Top.
M. P. 10.80	Bridge	Side.
M. P. 11.1	Highway bridge	Top.
M. P. 15.05	Bridge	Top and side.
M. P. 15.39	Bridge	Top and side.
M. P. 15.72	Bridge	Top and side.
Rowland	Train order signal	Side.
Pomona, W. of Garvey Ave..	Fence & steel post barricade.	Side.
Pomona	Signal 319	Side.
Pomona	Signal 320	Side.
Pomona, San Antonio Ave..	Wigwag	Side.
W. O. Tower	Train order signal stand....	Side.
Ontario	Water column	Side.
M. P. 52.40	Bridge	Side.
M. P. 55.74	Canal siphon wall	Side.
M. P. 55.90	Highway bridge	Top.
M. P. 56.23	Fence	Side.
Riverside, 3rd St.	Crossarm on W. U. pole....	Top and side.
Second Subdivision:		
M. P. 182.09	Bridge	Side.
Harvard	Water tank spout	Side.
M. P. 192.27	Bridge	Side.
M. P. 192.34	Tunnel No. 1	Top.
M. P. 196.12	Bridge	Side.
Kelso	Water tank spout—east	Top and side.
Chase	Water tank spout	Top and side.
Desert	Water tank spout—east	Top and side.
Desert	Water tank spout—west	Top and side.
M. P. 315.90	Tunnel No. 2	Top.
Arden	Water tank spout	Top and side.
Third Subdivision:		
Dry Lake	Water tank spout	Top and side.
M. P. 395.42	Bridge	Side.
M. P. 397.04	Bridge	Side.
M. P. 397.32	Bridge	Side.
M. P. 406.55	Bridge	Side.
M. P. 430.51	Tunnel No. 3	Top.
M. P. 430.68	Bridge	Side.
M. P. 433.67	Tunnel No. 4	Top and side.
M. P. 437.22	Bridge	Side.
M. P. 437.22	Rock cut, east end bridge...	Side.
Elgin	Water tank spout	Top and side.
M. P. 440.20	Signal pole	Side.
M. P. 444.56	Bridge	Side.
M. P. 447.89	Bridge	Side.
M. P. 449.05	Tunnel No. 6	Top.
M. P. 452.40	Rock cut	Side.

899. Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Fourth Subdivision:		
M. P. 468.1	Bridge	Top and side.
M. P. 469.1	Bridge	Side.
M. P. 469.3	Bridge	Side.
M. P. 469.9	Bridge	Side.
M. P. 470.9	Bridge	Side.
M. P. 471.3	Bridge	Side.
M. P. 471.5	Bridge	Side.
M. P. 471.7	Bridge	Side.
M. P. 527.6	Bridge	Side.
Fifth Subdivision:		
M. P. 601.1	Bridge	Side.
Provo Subdivision:		
M. P. 735.8	D. & R. G. W. crossing.....	Top and side.
M. P. 754.4	Bridge	Side.
Pioche Branch:		
M. P. 0.7	Bridge	Side.
Fairfield Branch:		
M. P. 1.6	D. & R. G. W. crossing.....	Top.
St. Thomas Branch:		
M. P. 5.49	Rock cut	Side.
M. P. 5.52	Rock cut	Side.
M. P. 5.61	Rock cut	Side.
M. P. 5.73	Rock cut	Side.
M. P. 6.05	Dirt cut	Side.
M. P. 6.34	Earth cut	Side.
M. P. 6.61	Earth cut	Side.
M. P. 7.09 to 7.13	Earth cut	Side.
M. P. 7.40	Earth cut	Side.
M. P. 7.75	Rock cut	Side.
M. P. 9.67	Cattle guard posts	Side.
St. Thomas	Oil column	Side.
St. Thomas	Stock Yard platform	Side.
Pasadena Branch:		
200 ft. S. of Macy St.....	Crossarm W. U. pole.....	Side.
300 ft. N. of Macy St.....	Tie retaining wall	Side.
Alhambra Ave.	Switch tender shelter eaves.	Side.
E. of Alhambra Ave.	Crossarm W. U. pole.....	Side.
Ave. 21 to Ave. 22	Brick building, pipe & eaves	Side.
Near Ave. 52	Western Union teleg. wires.	Side.
Ave. 58	Hand railing on landing to steps	Side.
W. of Ave. 60	Western Union crossarms...	Side.
Highland Park Spur	When car on spur.....	Side.
6130-44 Pasadena Ave.	Retaining wall	Side.
M. P. 6.10.....	Fence, concrete railing, lights at bridge	Side.
M. P. 6.2	Guy wire	Side.
M. P. 7.1	Hand railing at Grand Ave..	Side.
M. P. 7.3	Hand railing at Orange Grove Ave.	Side.
M. P. 7 to M. P. 8.....	W. U. pole line, guy wires and braces	Side.
M. P. 8.7	Brick retaining wall	Side.
M. P. 8.09.....	Highway bridge	Top.
M. P. 8.09.....	2 Western Union crossarms.	Side.
M. P. 8.16.....	Highway bridge	Top.
Calif. St., Pasadena	City Street Light	Side.
Glendale Branch:		
M. P. 2.88.....	Hand rails on bridge	Side.
M. P. 3.....	Old tie barricade	Side.
M. P. 4.5	Crossarms	Side.
M. P. 4.6	Light reflector and bracket..	Side.
M. P. 5.9	Tie barricade	Side.
M. P. 6.3	Gates, Forest Lawn Cemetery	Side.

(Continued on page 18)

SPECIAL RULES

899. Continued.

Location	Structure or Obstruction	Clearance of engine or car in close at-
San Pedro Branch:		
M. P. 3.45	Hand rails on bridge	Side.
Workman	Eaves on depot	Side.
Hynes	Water tank spout	Top and side.
Burnett	Retaining wall, near Columbia St.	Side.
Burnett	Telephone wires near Willow St.	Top.
M. P. 23.46	Handrails Seaside Draw-bridge	Side.
M. P. 23.46	Wing Fence Seaside Draw-bridge	Side.
M. P. 23.46	Private way sign, west end of bridge	Side.
Anaheim Branch:		
M. P. 3.06	Bridge	Side
M. P. 11.59	Highway bridge	Side
M. P. 12.38—M. P. 12.53	Crossarms on teleg. poles	Side
Rialto Branch:		
M. P. 1.01	Concrete girders on bridge	Side
Fairmont Park	Roof on shelter house	Side
Fairmont Park	Benches (fixed location)	Side
M. P. 5.17—M. P. 5.40	Wire fence	Side
Bloomington	Trolley pole at Orange St. (White)	Side
Bloomington to Poole	Trolley poles	Side

LIGHT WEIGHT OF PASSENGER CARS		
Kind	Class	Light Wt. (tons)
Mail, 40 Ft.	Steel	40
Mail, 60 Ft.	Steel	55½
Mail, 70 Ft.	Steel	65
Baggage, 40 Ft.	Wood	31
Baggage, 50 Ft.	Wood	32½
Baggage, 60 Ft.	Wood	45
Baggage, 60 Ft.	Steel (underframe)	47
Baggage, 60 Ft.	Steel	48
Baggage, 70 Ft.	Steel	63
Express	(Same lengths and weights as baggage)	
Coach, 50 Ft.	Wood	30
Coach, 60 Ft.	Wood	44
Coach, 60 Ft.	Steel	60
Coach, 70 Ft.	Steel	72
Chair	Wood	47½
Chair	Steel	50
Chair, 60 Ft.	Steel	60
Chair, 70 Ft.	Steel	68
Commissary, 70 Ft.	Steel	60
Diner	Wood	62½
Diner	Steel	72½
Diner, 80 Ft.	Steel	79
Composite Observation	Wood	51
Composite Observation	Steel	78
Tourist Sleeper	Wood	47½
Tourist Sleeper	Steel (underframe)	68
Tourist Sleeper—16 Sec.	Steel	72
Standard Sleeper—12 Sec.	Steel (underframe)	75
Standard Sleeper—12 Sec.	Steel	81

SIDINGS AND SPURS NOT ON TIME-TABLE					
Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains	
First Subdivision:					
St. Helens Spur	11.1	17	West	Freight Only	
Bartolo	12.7	11	West	Freight Only	
Handorf	16.0	6	West	Freight Only	
Hudson	17.9	6	East	Freight Only	
Industrial Spur	27.1		East	Freight Only	
Fallon	21.7	9	West	Freight Only	
San Antonio Meat Co.	34.1	34	East	Freight Only	
Harvey & Brown Spur	39.1	12	West	Freight Only	
Bailou Spur	40.3	13	East	Freight Only	
Champagne	43.5	36	Both	Freight Only	
Guasti Spur	43.6	206	East	Freight Only	
Winery Spur, Mira Loma Concrete	45.8	267	East	Freight Only	
Concrete	51.4	11	East	Freight Only	
Iron & Brass Trades Supply Co.	52.6	1	West		
Palm Avenue Spur	54.8	17	East	Freight Only	
Second Subdivision:					
Water Track	251.2	15	Both		
Lime Quarry Spur	302.6	8	East		
Blue Diamond	321.8		West		
Third Subdivision:					
Hoya Gravel Pit	401.5	73	Both	Freight Only	
Quarry Spur	432.6	10	East		
Boyd Spur	446.3	2	East		
Fourth Subdivision:					
Mile Post 472.3	472.3	8	East	Freight Only	
Sixth Subdivision:					
Poplar Grove				{ 61-62-63-64-65 66-69-70	
Prest-O-Lite Spur	780.9	10	East	Freight Only	
Stockton Gravel Pit Spur	743.2			Freight Only	
Provo Subdivision:					
Parley Ice Plant Spur	677.8	30	East	Freight Only	
Lee-Beet Spur	687.8	3	East	Freight Only	
Nibley-Beet Spur	726.0	2	East	Freight Only	
Ansell-Beet Spur	733.8	11	East	Freight Only	
Stearns-Beet Spur	739.2	9	West	Freight Only	
Rheims-Beet Spur	747.6	13	East	Freight Only	
Ironton	752.3	108	East	Freight Only	
Provo-Cutting Spur	754.8	38	East	Freight Only	
Lehi Sugar Spur	769.1	98	East	Freight Only	
Coen-Clay Spur	778.4	3	West	Freight Only	
Mellen Sand Spur	781.3	10	East	Freight Only	

BRANCHES					
Location	Miles from Lead	Car Capacity	Switch Connections	Flag Stops For Trains	
Cedar City Branch:					
Columbia Steel	21.0	50	West	Freight Only	
Desert Mound	21.0	53	West	Freight Only	
Power Plant Spur	31.0	2	West	Freight Only	
Pioche Branch:					
Dry Valley Spur	22.8	110	West		
Mammoth Branch:					
A. S. & R. Spur	2.7	19	East	at Mammoth	
St. Thomas Branch:					
Doty Spur	3.1	1	West		
Arrowhead Spur	3.3	52	East		
Nepac	16.7	2	West		
Kaolin	17.6	3	West		
Silica	19.2	8	West	All trains	

SIDINGS AND SPURS NOT ON TIME-TABLE—Continued					
Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains	
San Pedro Branch:					
Vernon Spur	3.7		West	Freight Only	
Los Angeles Syndicate	3.7		Both	Un. Stk. Yds.	
Fruitland Industrial Spur	4.6		West		
Fairchild-Gilmore Spur	5.9	61	East	Freight Only	
F. W. Braun Co.	6.8		West	Freight Only	
Calif. Clay Products Co.	6.9	6	East		
Calif. Cyanide Co.	7.0	25	East		
A. R. Maas Chemical Co.	7.3	4	West		
Team Track	7.3	9	East		
Blue & Mason Indus. Spur	7.6		West		
Vernon Foundry Co.	10.2	6	West		
Hollydale Spur	10.4	18	West		
Macco Lumber Co.	11.5	15	West		
Artesia Street Spur	13.3	12	East		
Export Petroleum Spur	13.5	20	West		
Richfield Oil Co.	13.8	36	East	Freight Only	
Perfection Refining Co.	14.1	20	East		
Brown Process Co.	14.3	12	East		
Champion Gasoline Co.	14.4	19	West	Freight Only	
Montana Ranch Spur	17.1	98	West		
C. N. White	17.1	8	East		
Hancock Refining Co.	17.2	26	East		
Calif. National Supply Co.	17.3	11	East		
General Petroleum	17.5	9	East	Freight Only	
R. H. Herron Co.	17.5	8	West		
Hercules Oil Co.	17.7	10	East	Freight Only	
Lomita Gasoline Co.	18.2	6	West	Freight Only	
Zinc	24.2		West	Freight Only	
Pasadena Branch:					
Baker Spur	5.3	5	West	Freight Only	
Team Track	5.4	1	East	Freight Only	
Standard Bakeries Corp.	9.4	5	East		
Glendale Branch:					
Taylor Milling Co.	1.5	6	East		
Interchange Track	2.7	13	Both		
Dohrmaun-Walker Spur	3.0	2	East	Freight Only	
Clifford Spur	3.1	9	East		
Anaheim Branch:					
Gladding McBean Spur	0.1	6	West	Freight Only	
Crumrine Spur	10.9	8	East	Freight Only	
Seviers Spur	11.2	3	East	Freight Only	
Bastanchury Spur	13.8	118	East	Freight Only	
Fullerton Industrial Lead No. 7	15.4		East	Freight Only	
Newton Process Mfg. Co. Spur	15.4	7	West	Freight Only	
Fullerton Industrial Lead No. 13	15.4		East	Freight Only	
Western Glass Track	15.4	18	East	Freight Only	
NOTE: Newton Process, L. A. Paving Co. Spurs and Industrial Lead No. 13 are connections off Industrial Lead No. 7. Western Glass connections are off Lead No. 13.					
Crestmore Track:					
Setout Track	0.2	25	Both		
Hamilton Spur	1.9	3	West		
Ennis	3.1	15	Both		
Ormand	3.9	14	West		
Ormand Quarry Track	3.9				
Forge	6.1	2	West		
Crestmore	6.5		Yard		
Bly Track:					
Lewis Spur	1.5	8	Both		
Burkett Spur	2.5	5	East		
Bly Quarry	3.1	18			

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Crestline to Caliente	Moapa to Las Vegas	Las Vegas to Yermo	Yermo to Victorville	Victorville to Summit	San Bernardino to Los Angeles	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl		
P 77 $\frac{22}{28}$ 150S	3150 to 3175	1250	800	3000	1250	1500	1500	800	2000	1030	1030	1030	580	1210	700	1350	700	1350		
P 77 $\frac{25}{28}$ 239SB	3176 to 3181	3000	1420	3000	1500	1800	1800	1170	Car Limit	1170	1170	1170	720	1350	1020	1080	1070	1350		
C 57 $\frac{22}{30}$ 198S	6009 to 6086	3300	1550	3700	2000	2400	2160	1430	3800	1450	1350	1780	925	2000	1280	1900	1430	2160		
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	3900	1800	4350	2400	3000	2560	1660	4400	1700	1600	2000	1075	2300	1480	2200	1660	2560		
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	4500	2000	5000	2600	2800	2800	1900	5000	1700	1600	2000	1075	2350	1680	2350	1900	2900		
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	5900	2700	6600	3600	4000	3800	2350	6600	2520	2450	2520	1625	2800	2250	2850	2350	3800		
FTT 63 $\frac{25}{28-30}$ 287S	8800 to 8809	6400	2800	7100	3900	4200	4200	2670	7100	2800	2750	3000	1825	3100	2500	3150	2670	4200		
MC 57 $\frac{22-41}{32}$ 464S	3615 to 3619										3500	3500	2250	4200						

Tonnage rating, Caliente to Moapa, car limit; Summit to San Bernardino, car limit.

Type of Engine	Numbers (Inclusive)	Los Angeles to Riverside	Riverside to San Bernardino	San Bernardino to Summit	Sands to Kelso	Kelso to Cima	Cima to Leith	Leith to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	Boulter to St. John	St. John to Bauer	Bauer to Salt Lake City	Lynndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake City
P 77 $\frac{22}{28}$ 150S	3150 to 3175	1080	1030	360	1030	360	1030	640	400	600	2000	1250	800	1250	800	1250	900	1350	700	1500
P 77 $\frac{25}{28}$ 239SB	3176 to 3181 except 3177	1220	1170	500	1170	500	1170	780	650	680	1800	1170	1420	Car Limit	1660	2300	1080	1350	980	1020
C 57 $\frac{22}{30}$ 198S	6009 to 6086	1700	1450	575	1350	575	1400	900	700	1000	3200	2100	1550	3000	1550	3000	1600	2050	1250	2050
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	2000	1700	700	1600	700	1600	1050	800	1142	4300	2500	1800	3500	2000	3500	1800	2590	1400	2590
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	2050	1750	750	1600	700	1600	1050	900	1285	3800	2700	1950	3000	1950	3000	2000	3000	1600	3000
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	2520	2520	1000	2450	1000	2520	1600	1132	1516	5000	3800	2700	4500	2700	4500	2500	3800	1900	3800
FTT 63 $\frac{25}{28-30}$ 287S	8800 to 8809	2800	2800	1200	2750	1200	2800	1900	1400	1820	5000	4300	3000	5000	3200	5000	2670	4200	2200	4300
MC 57 $\frac{22-41}{32}$ 464S	3615 to 3619	3500	3500	1650	3500	1650														

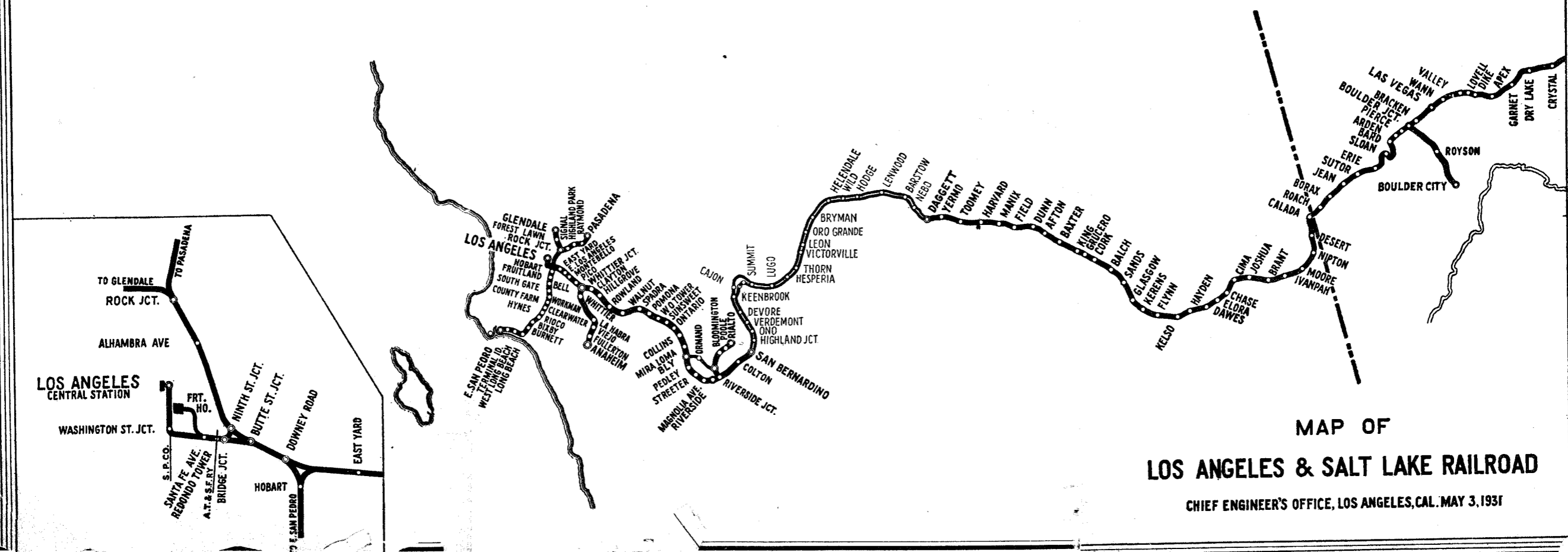
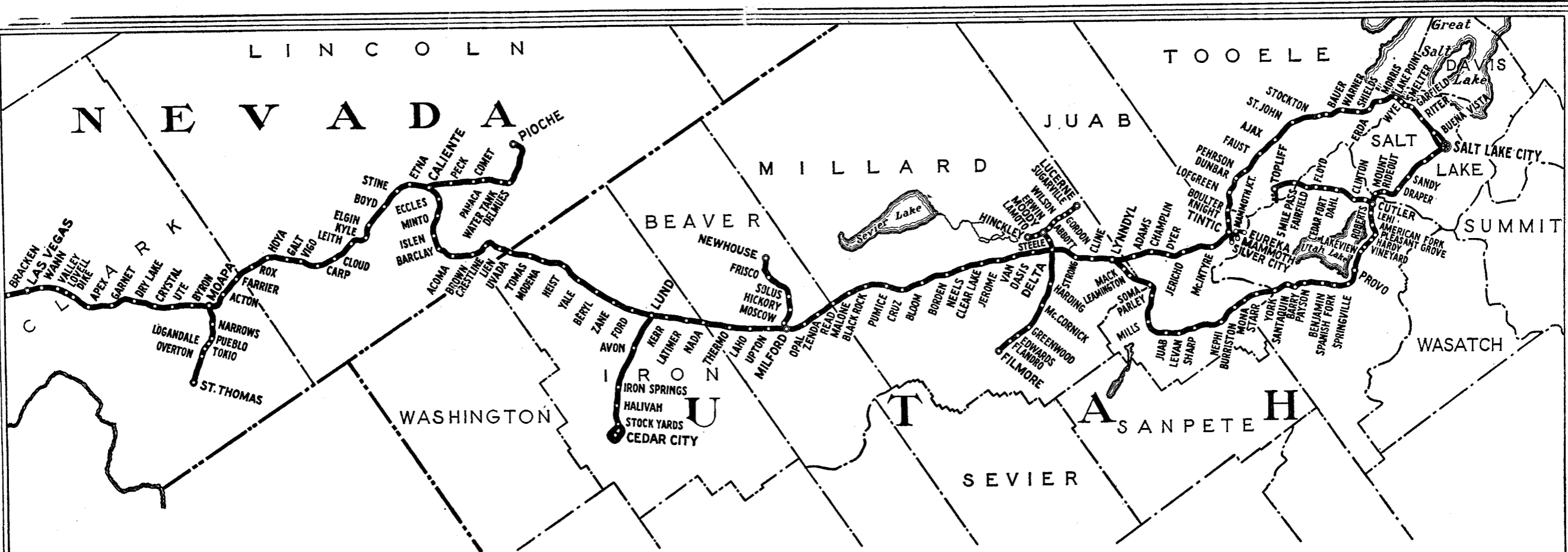
Tonnage rating, 6009 to 6086 Class engines, Los Angeles to East San Pedro, car limit; East San Pedro to M. P. A18, 2650 tons; M. P. A18 to Los Angeles, 3500 tons. Tonnage rating, Summit to Sands, car limit.

EXPLANATION

- "E"—Eight Wheeler.
- "A"—Atlantic Type.
- "P"—Pacific Type.
- "T"—Ten Wheeler.
- "M"—Mogul.
- "C"—Consolidation.
- "TW"—Twelve Wheeler.
- "S"—Switch.
- "MK"—Mikado Type.
- "TTT"—Two-Ten-Two.
- "MT"—Mountain Type.
- "MC"—Mallet Type.
- "FTT"—Four-Ten-Two.

Example:—Consolidation Engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 198,000 pounds on drivers:

C-57 $\frac{22}{30}$ 198



MAP OF
LOS ANGELES & SALT LAKE RAILROAD
 CHIEF ENGINEER'S OFFICE, LOS ANGELES, CAL. MAY 3, 1931