



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



**Los Angeles Division**  
**TIME-TABLE**  
**No. 13**

**Effective Sunday**  
**November 21, 1937**  
 at 12:01 A.M., Mountain Time East of Caliente  
 at 12:01 A.M., Pacific Time West of Caliente



**FOR EMPLOYEES ONLY**



WESTWARD							CONDENSED TIME TABLE							EASTWARD			
SECOND CLASS			FIRST CLASS				Distance from Salt Lake City	Time Table No. 13 November 21, 1937	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS		
259 Time Freight	257 Time Freight	5 Mail and Express	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger				14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	264 Time Freight	262 Time Freight	
Daily	Daily	Daily	★ See Note below	Daily	Daily	Daily	<b>STATIONS</b>										
7.30PM	6.30AM	11.25PM	6.10PM	10.05AM	10.00AM	1.35AM	SALT LAKE CITY	784.0	A 6.25AM	A 7.42AM	A 6.00PM	A 6.10PM	A 6.35PM	A 9.00AM	A 4.50AM		
8.24	7.40	11.51PM	6.28	10.36	10.31	2.03	GARFIELD	768.3	5.55	7.17	5.32	5.40	6.02	8.10	3.20		
9.19	8.43	12.15AM	6.49	11.11AM	11.04AM	2.33	WARNER	748.2	5.21	6.57	5.06	5.16	5.38	6.57	1.55AM		
11.40PM	10.40AM	1.20	7.38	12.35PM	12.29PM	4.02	TINTIC	698.6	4.02	6.14	4.05	4.15	4.40	4.25	11.40PM		
2.15AM	12.15PM	2.07	8.07	1.35	1.25	4.52	LYNNDYL	665.9	3.10	5.38	3.15	3.25	3.55	2.45AM	10.15		
4.43	2.45	3.23	8.59	3.07	2.55	6.12	BLACK ROCK	599.4	1.31	4.43	1.38	2.00	2.13	11.27PM	6.20		
6.30	3.55	3.57	9.17	3.55	3.45	6.50	MILFORD	576.8	1.03	4.25	1.10	1.35	1.45	10.45	5.30		
7.50	5.04	4.45	9.47	4.39	4.28	7.37	LUND	541.4	12.15AM	3.59	12.19PM	12.46	12.58	8.43	2.45		
8.45	5.57	5.20	10.13	5.21	5.12	8.17	MODENA	509.8	11.35PM	3.34	11.40AM	12.11PM	12.26PM	7.45	1.42PM		
11.45AM	8.00	5.55	10.27PM	6.10	5.55	8.55	PT CALIENTE MT	459.5	10.00	2.15AM	10.10	10.45AM	11.05AM	5.00PM	10.45AM		
2.59PM	10.57PM	7.53	12.06AM	8.18	8.01	11.00AM	MOAPA	383.1	6.39	11.26PM	6.38	7.18	7.53	11.43AM	4.32		
8.00PM	3.00AM	9.00	1.06	9.40PM	9.25PM	12.20PM	LAS VEGAS	334.2	5.35	10.37	5.35	6.20	6.55	10.00	2.30AM		
2.10AM	8.25AM	11.25AM	2.55	12.30AM	12.15AM	3.04	KELSO	235.5	2.40	8.40	2.55	3.25	4.30	4.30	6.45PM		
8.30	12.15PM	1.00PM	4.03	2.55	2.35	4.40	YERMO	163.2	1.08	7.22	1.15	1.45	3.00	12.30AM	3.30		
2.10AM	1.00	1.25	4.22	3.35	3.10	5.10	BARSTOW	150.4	12.40PM	7.05	12.45AM	1.10AM	2.33	10.10PM	12.40PM		
2.45PM	5.45	3.37	6.17	6.00	5.45	7.23	SAN BERNARDINO	67.3	10.20AM	5.23	10.25PM	10.35PM	12.22	5.30	8.00AM		
3.00	5.55	3.44	6.22	6.08	5.53	7.33	COLTON	64.5	10.02	5.11	10.07	10.17	12.10AM	3.30	3.00		
3.30	6.15	4.02	6.37	6.25	6.13	7.50	RIVERSIDE	57.5	9.50	5.02	9.55	10.05	11.57PM	2.35	2.00		
5.25	7.15	4.40	7.05	7.08	6.58	8.30	POMONA	32.0	9.08	4.36	9.11	9.22	11.22	1.30	12.35AM		
A 7.00PM	A 9.00PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	A 9.45PM	LOS ANGELES	0.0	8.00AM	3.45PM	8.00PM	8.05PM	10.30PM	12.30PM	11.30PM		
									Daily	★ See note below	Daily	Daily	Daily	Daily	Daily		

(48.30)	(39.30)	(19.25)	(14.50)	(23.30)	(23.30)	(21.10)	..... Thru Time .....	(21.25)	(14.57)	(21.00)	(21.05)	(19.05)	(43.30)	(52.20)
16.2	19.8	40.4	52.9	33.4	33.4	37.0	..... Average speed per hour .....	36.6	52.4	37.3	37.2	41.1	18.0	15.0

★ Note. No. 103 leaves Salt Lake City on 1st, 7th, 13th, 19th and 25th of each month.  
No. 104 leaves Los Angeles on 3rd, 9th, 15th, 21st and 27th of each month.

MILEAGE:

Main Line .....	924.8
Branches .....	302.0
Total .....	1226.8

<p><b>H. J. PLUMHOF</b> General Manager</p> <p><b>F. C. PAULSEN</b> General Superintendent</p> <p><b>H. H. LARSON, Superintendent . . . . . Los Angeles, Cal.</b></p> <p><b>B. F. WELLS, Assistant Superintendent . . . . . Las Vegas, Nev.</b> <b>E. MARKSHEFFEL, Terminal Superintendent . . . . . Los Angeles, Cal.</b> <b>J. E. MULICK, JR., Trainmaster . . . . . Caliente, Nev.</b> <b>W. J. MORRISON, Trainmaster . . . . . Salt Lake City, Utah</b></p> <p>First Subdivision and Branches <b>G. A. ZENTMYER, Chief Train Dispatcher</b></p> <p><b>J. T. WARDENBURG</b> <b>F. H. CRAWFORD</b> <b>D. M. JONES</b> <b>P. V. COX</b> } Train Dispatchers, Los Angeles, Cal.</p> <p>Second and Third Subdivisions and Branches <b>T. W. FRENCH, Chief Train Dispatcher</b> <b>F. S. HIRSCH, Night Chief Train Dispatcher</b></p> <p><b>V. G. HAM</b> <b>W. McCALL</b> <b>A. L. GIFFORD</b> } Train Dispatchers, Las Vegas, Nev.</p>	<p><b>G. L. WHIPPLE</b> General Supt. Transp'n</p> <p>Sixth and Provo Subdivisions and Branches <b>C. E. AYE, Chief Train Dispatcher</b></p> <p><b>O. J. LANGSTON, Night Chief Train Dispatcher</b></p> <p><b>L. E. HALBERT</b> <b>L. G. CAMPBELL</b> <b>J. C. HAYMOND</b> <b>J. M. FRAZER</b> } Train Dispatchers, Salt Lake City, Utah</p> <p>Fourth and Fifth Subdivisions and Branches <b>L. W. FLAHERTY, Chief Train Dispatcher</b></p> <p><b>F. J. HOLDERMAN</b> <b>T. J. KELLY</b> <b>L. E. STORRS</b> <b>E. R. GUYE</b> } Train Dispatchers, Milford, Utah</p>
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WESTWARD				PROVO SUBDIVISION				EASTWARD			
SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS	
93 Local Freight	305 Mixed	93 Local Freight	305 Mixed	306 Mixed	94 Local Freight	93 Local Freight	305 Mixed	306 Mixed	94 Local Freight	93 Local Freight	305 Mixed
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
10.30AM	2.00AM	10.30AM	2.00AM	1.45PM	5.50PM	10.30AM	2.00AM	1.45PM	5.50PM	10.30AM	2.00AM
10.40	2.10	10.40	2.10	1.30	5.35	10.40	2.10	1.30	5.35	10.40	2.10
11.30AM	2.50AM	11.30AM	2.50AM	12.30PM	4.45PM	11.30AM	2.50AM	12.30PM	4.45PM	11.30AM	2.50AM
11.40	3.00	11.40	3.00	12.15	4.35	11.40	3.00	12.15	4.35	11.40	3.00
11.50	3.10	11.50	3.10	12.05PM	4.25	11.50	3.10	12.05PM	4.25	11.50	3.10
11.55AM	3.20	11.55AM	3.20	11.55AM	4.20	11.55AM	3.20	11.55AM	4.20	11.55AM	3.20
12.10PM	3.30	12.10PM	3.30	11.30	4.05	12.10PM	3.30	11.30	4.05	12.10PM	3.30
12.15	3.35	12.15	3.35	11.15	3.55	12.15	3.35	11.15	3.55	12.15	3.35
12.22	3.42	12.22	3.42	11.05	3.45	12.22	3.42	11.05	3.45	12.22	3.42
12.30	3.50	12.30	3.50	10.50	3.35	12.30	3.50	10.50	3.35	12.30	3.50
12.45	4.05	12.45	4.05	10.35	3.25	12.45	4.05	10.35	3.25	12.45	4.05
A 1.00PM	6.30	A 1.00PM	6.30	10.15	3.00PM	A 1.00PM	6.30	10.15	3.00PM	A 1.00PM	6.30
	6.40		6.40	9.00			6.40	9.00			6.40
	6.55		6.55	8.47			6.55	8.47			6.55
	7.05		7.05	8.40			7.05	8.40			7.05
	7.30		7.30	8.30			7.30	8.30			7.30
	7.45		7.45	8.10			7.45	8.10			7.45
	8.06		8.06	8.06			8.06	8.06			8.06
	8.13		8.13	8.00			8.13	8.00			8.13
	8.24		8.24	7.44			8.24	7.44			8.24
	8.34		8.34	7.34			8.34	7.34			8.34
	8.38		8.38	7.30			8.38	7.30			8.38
	9.01		9.01	7.10			9.01	7.10			9.01
	9.20		9.20	6.45			9.20	6.45			9.20
	9.35		9.35	6.30			9.35	6.30			9.35
	9.45		9.45	6.20			9.45	6.20			9.45
	10.05		10.05	6.00			10.05	6.00			10.05
	10.30		10.30	5.40			10.30	5.40			10.30
	10.35		10.35	5.30			10.35	5.30			10.35
	10.55		10.55	5.15			10.55	5.15			10.55
A 11.15AM		A 11.15AM		5.00AM			A 11.15AM		5.00AM		A 11.15AM
				Daily				Daily			

..... Time .....

(2.30)	(9.15)	(8.45)	(2.50)
13.9	14.5	15.3	16.7

..... Average Speed Per Hour .....

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

WESTWARD

SIXTH SUBDIVISION

Table for WESTWARD Sixth Subdivision showing train times for Second Class and First Class (5, 583, 103, 581, 717, 7, 577, 21) from Salt Lake City to various stations including North Yard, Buena Vista, and Tintic.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 5 is superior to No. 584. No. 577 is superior to No. 578. No. 581 is superior to No. 580 and No. 582. No. 583 is superior to No. 584.
★Note. No. 103 will run only on the following dates: Due to leave Salt Lake City on the 1st, 7th, 13th, 19th and 25th of each month.
The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains.
Time shown at Salt Lake City is for information only. Trains are governed by South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Utah Division time-table and rules within yard limits Salt Lake City.
No. 717 will stop between Salt Lake City and Lynndyl to pick up revenue passengers for San Bernardino and West.
No. 717 will stop at Warner, Stockton, St. John and Tintic to let off revenue passengers from Salt Lake City and East.

SIXTH SUBDIVISION

EASTWARD

Table for EASTWARD Sixth Subdivision showing train times for First Class (14, 104, 578, 580, 582, 8, 818, 6, 584) and Second Class (264, 262) from Salt Lake City to various stations including Buena Vista, Stockton, and Tintic.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 103 is superior to eastward trains of the same class. No. 5 is superior to No. 584. No. 577 is superior to No. 578. No. 581 is superior to No. 580 and No. 582. No. 583 is superior to No. 584.
★Note. No. 104 will run only on the following dates: Due to leave Lynndyl on the 4th, 10th, 16th, 22nd and 28th of each month.
The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains.
No. 578, No. 580, No. 582, and No. 584 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 South-Central District joint time-table and rules between Salt Lake City and Eighth South Street and by South-Central District—Utah Division time-table and rules within yard limits Salt Lake City.
No. 818 will stop at Tintic, St. John, Stockton, Warner and Garfield to let off passengers from San Bernardino and West.
No. 818 will stop at Tintic, St. John, Stockton and Warner to pick up revenue passengers for Salt Lake City and East.
No. 14 will stop between Lynndyl and Salt Lake City to let off revenue passengers from San Bernardino and west and to pick up revenue passengers for Salt Lake City and east.

**WESTWARD**

**FIFTH SUBDIVISION**

Length of sidings in feet in the clear, and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 13 November 21, 1937	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express			
	Daily	Daily	★ See note below	Daily	Daily	Daily	Daily			
PTWY	12.15PM	2.15AM	8.07PM	1.35PM	1.25PM	4.52AM	2.07AM	118.1	DN-R LYNN DYL NY	
3,507 P	12.25	2.30	8.12	1.43	1.33	4.59	2.14	123.7	5.6 CLINE	
4,743 P	12.33	2.48	8.16	1.49	1.39	5.04	2.19	128.5	4.8 STRONG	
2,448 4,679 PWY	12.42	3.00	8.22	1.59	f 1.48	s 5.11	2.26	134.6	6.1 DN DELTA AK	
3,628 P	12.50	3.10	8.26	2.06	1.54	s 5.17	2.31	139.6	5.0 OASIS	
4,596 P	12.57	3.18	8.29	2.11	1.59	5.24	2.36	144.1	4.5 VAN	
3,973 P	1.04	3.26	8.32	2.17	2.05	5.30	2.41	148.5	4.4 JEROME	
3,987 P	1.10	3.34	8.35	2.22	2.11	f 5.37	2.45	153.0	4.5 CLEAR LAKE	
4,553 P	1.18	3.42	8.38	2.27	2.16	5.42	2.51	158.1	5.1 NEELS	
4,563 P	1.28	3.51	8.41	2.38	2.22	5.47	2.56	163.0	4.9 BORDEN	
3,628 P	1.54	4.05	8.47	2.46	2.30	5.54	3.05	169.4	6.4 BLOOM	
4,538 P	2.10 2.25	4.15	8.51	2.53	2.38	5.59	3.11	174.4	5.0 CRUZ	
4,506 P	2.35	4.25	8.55	2.59	2.46	6.04	3.17	179.4	5.0 PUMICE	
4,582 PW	2.45	4.43	8.59	3.07	2.55	f 6.12	3.23	184.6	5.2 DN BLACK ROCK KO	
4,492 P	2.53	5.05	9.03	3.13	3.03	6.19	3.29	189.3	4.7 MALONE	
3,600 P	3.01	5.15	9.07	3.20	3.10	6.24	3.34	194.3	5.0 READ	
4,543 P	3.08	5.28	9.10	3.28	3.17	6.29	3.39	198.9	4.6 ZENDA	
3,588 P	3.15	5.35	9.13	3.35	3.25	6.33	3.43	203.0	4.1 OPAL	
PFWYTO	A 3.25PM	A 5.45AM	A 9.17PM	A 3.45PM	A 3.35PM	A 6.40AM	A 3.50AM	207.2	4.2 DN-R MILFORD FD	
									89.1	

..... Thru Time  
..... Average speed per hour

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

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

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

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

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

(3.10) 28.1 (3.30) 25.4 (1.10) 76.4 (2.10) 41.1 (2.10) 41.1 (1.48) 49.5 (1.43) 51.9

**FIFTH SUBDIVISION**

**EASTWARD**

Length of sidings in feet in the clear, and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time Table No. 13 November 21, 1937	Distance from First Street Los Angeles	FIRST CLASS					SECOND CLASS	
			14 Passenger	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	262 Time Freight	264 Time Freight
			Daily	★ See note below	Daily	Daily	Daily	Daily	Daily
PTWY	DN-R LYNN DYL NY	665.9	A 3.02AM	A 5.38AM	A 3.05PM	A 3.15PM	A 3.45PM	A 9.15PM	A 1.45AM
3,507 P	5.6 OLINE	660.3	2.53	5.31	2.57	3.05	3.35	9.00	1.31
4,743 P	4.8 STRONG	655.5	2.48	5.27	2.50	3.00	3.28	8.40	1.23
2,448 4,679 PWY	6.1 DN DELTA AK	649.5	s 2.40	5.22	f 2.42	s 2.52	f 3.20	8.22	1.12
3,628 P	5.0 OASIS	644.4	f 2.31	5.17	2.33	2.46	3.10	8.00	12.58
4,596 P	4.5 VAN	639.9	2.21	5.14	2.25	2.41	3.04	7.50	12.48
3,973 P	4.4 JEROME	635.5	2.15	5.11	2.17	2.37	2.59	7.40	12.40
3,987 P	4.5 CLEAR LAKE	631.0	f 2.09	5.08	2.11	2.32	2.53	7.30	12.30
4,553 P	5.1 NEELS	625.9	2.02	5.05	2.06	2.27	2.45	7.15	12.18
4,563 P	4.9 BORDEN	621.0	1.56	5.01	2.01	2.22	2.38	7.05	12.10AM
3,628 P	6.4 BLOOM	614.6	1.48	4.55	1.54	2.15	2.30	6.50	11.58PM
4,538 P	5.0 CRUZ	609.6	1.42	4.51	1.48	2.10	2.25	6.40	11.46
4,506 P	5.0 PUMICE	604.6	1.37	4.47	1.43	2.05	2.19	6.30	11.36
4,582 PW	5.2 DN BLACK ROCK KO	599.4	f 1.31	4.43	1.38	2.00	2.13	6.20	11.27
4,492 P	4.7 MALONE	594.7	1.25	4.39	1.33	1.55	2.08	6.10	11.17
3,600 P	5.0 READ	589.7	1.20	4.35	1.28	1.50	2.03	6.00	11.09
4,533 P	4.6 ZENDA	585.1	1.15	4.32	1.23	1.45	1.58	5.50	11.02
3,588 P	4.1 OPAL	581.0	1.10	4.29	1.18	1.41	1.53	5.40	10.55
PFWYTO	4.2 DN-R MILFORD FD	576.8	1.03AM	4.25AM	1.10PM	1.35PM	1.45PM	5.30PM	10.45PM
			Daily	★ See note below	Daily	Daily	Daily	Daily	Daily

..... Thru Time ..... Average speed per hour

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

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

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

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

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

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

**WESTWARD FOURTH SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 13 November 21, 1937	STATIONS
	257 Time Freight	259 Time Freight	103 Streamliner Passenger	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express			
	Daily	Daily	★See note below	Daily	Daily	Daily	Daily			
PTYFWO	3.55PM	6.30AM	9.17PM	3.55PM	3.45PM	6.50AM	3.57AM	207.2	DN-R MILFORD FD	
5,103 P	4.10	6.42	9.22	4.02	3.51	6.57	4.03	212.3	5.1 UPTON	
4,987 P	4.20	6.50	9.26	4.08	3.57	7.02	4.08	217.4	5.1 LAHO	
4,948 PW	4.29	7.07	9.30	4.14	4.03	7.07	4.13	222.4	5.0 THERMO	
4,593 P	4.39	7.25	9.35	4.21	4.10	f 7.14	4.22	229.2	6.8 NADA	
5,105 P	4.47	7.33	9.39	4.26	4.15	7.19	4.30	233.5	4.3 LATIMER	
4,639 P	4.55	7.41	9.43	4.31	4.20	7.24	4.36	238.2	4.7 KERR	
4,160 PFWY	5.04	7.50	9.47	f 4.39	f 4.28	f 7.37	s 4.45	242.6	4.4 DN LUND UN	
3,624 P	5.12	7.58	9.51	4.46	4.35	7.44	4.51	247.6	5.0 FORD	
4,762 P	5.20	8.08	9.55	4.51	4.41	7.49	4.56	252.5	4.9 ZANE	
3,619 PW	5.28	8.16	9.59	4.56	4.46	7.55	5.01	257.3	4.8 BERYL	
3,608 P	5.36	8.24	10.03	5.02	4.53	8.02	5.07	262.9	5.6 YALE	
4,563 P	5.44	8.33	10.08	5.08	4.59	8.08	5.13	268.2	5.3 HEIST	
4,853 FWYP	5.57	8.45	10.13	5.21	5.12	f 8.17	f 5.20	274.2	6.0 DN MODENA NA	
3,575 P	6.05	8.53	10.16	5.26	5.17	8.24	5.24	278.1	3.9 TOMAS	
3,649 P	6.12	9.00	10.21	5.32	5.23	8.29	5.30	282.8	4.7 UVADA	
2,510 P	6.20	9.08	10.26	5.39	5.30	8.34	5.35	288.2	3.4 LIEN	
5,507 PY	6.29	9.17	10.34	5.49	5.40	8.43	5.42	290.3	4.1 DN CRESTLINE NE	
4,746 P	6.39	9.27	10.40	5.55	5.46	8.48	5.49	294.7	4.4 BROWN	
3,015 PW	6.51	9.38	10.47	6.02	5.53	8.54	5.56	299.4	4.7 ACOMA	
3,588 P	7.06	9.53	10.54	6.11	6.02	9.03	6.05	305.4	6.0 BARCLAY	
4,947 PY	7.16	10.01	11.00	6.18	6.09	9.10	6.12	308.7	3.3 D ISLEN SN	
4,454 P	7.40	10.26	11.15	6.37	6.29	9.26	6.30	315.6	6.9 MINTO	
4,836 P	7.50	10.53 11.12	11.21	6.43	6.35	9.32	6.37	319.7	4.1 ECCLES	
PFWYT	A 8.00PM	A 11.45AM	A 11.27PM	A 6.53PM	A 6.45PM	A 9.40AM	A 6.45AM	324.5	4.8 DN-R CALIENTE CS	

(4.05)	(5.15)	(2.10)	(2.58)	(3.00)	(2.50)	(2.48)	.....	Time.....
28.7	22.3	54.1	39.5	39.1	41.4	41.9	.....	Average Speed Per Hour.....

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

★Note. No. 103 will run only on the following dates: Due to leave Milford on the 1st, 7th, 13th, 19th and 25th of each month.

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

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

**FOURTH SUBDIVISION EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS					SECOND CLASS		Distance from First Street Los Angeles	Time Table No. 13 November 21, 1937	STATIONS
	104 Streamliner Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	262 Time Freight	264 Time Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
PTYFWO	A 4.25AM	A 1.01PM	A 1.26PM	A 1.37PM	A 12.55AM	A 4.30PM	A 10.00PM	576.8	DN-R MILFORD FD	
5,103 P	4.19	12.54	1.18	1.30	12.47	4.10	9.50	571.7	5.1 UPTON	
4,987 P	4.16	12.49	1.13	1.25	12.42	3.28	9.40	566.6	5.1 LAHO	
4,948 PW	4.13	12.44	1.08	1.20	12.37	3.20	9.30	561.6	6.8 THERMO	
4,593 P	4.08	12.37	1.01	1.13	12.30	3.12	9.08	554.8	4.3 NADA	
5,105 P	4.05	12.32	12.56	1.08	12.25	3.05	8.58	550.5	4.7 LATIMER	
4,639 P	4.02	12.27	12.52	1.03	12.20	2.55	8.50	545.8	4.4 KERR	
4,160 PFWY	3.59	f 12.19	f 12.46	s 12.58	s 12.15	2.45	8.43	541.4	5.0 DN LUND UN	
3,624 P	3.54	12.09	12.37	12.53	12.04AM	2.30	8.33	538.4	4.9 FORD	
4,762 P	3.51	12.04PM	12.32	12.48	11.59PM	2.20	8.25	531.5	4.8 ZANE	
3,619 PW	3.47	11.59AM	12.27	12.43	11.54	2.10	8.17	526.7	5.6 BERYL	
3,608 P	3.43	11.53	12.22	12.37	11.48	1.59	8.05	521.1	5.3 YALE	
4,563 P	3.39	11.47	12.17	12.32	11.42	1.51	7.58	515.8	6.0 HEIST	
4,853 FWYP	3.34	11.40	12.11	f 12.26	f 11.35	1.42	7.45	509.8	3.9 DN MODENA NA	
3,575 P	3.30	11.32	12.06	12.22	11.25	1.32	7.35	505.9	4.7 TOMAS	
3,649 P	3.26	11.27	12.02PM	12.17	11.20	1.22	7.28	501.2	3.4 UVADA	
2,510 P	3.22	11.22	11.58AM	12.12	11.15	1.16	7.22	497.8	4.1 LIEN	
5,507 PY	3.15	11.14	11.50	12.05PM	11.07	1.05	7.15	493.7	4.4 DN CRESTLINE NE	
4,746 P	3.08	11.05	11.40	11.59AM	10.57	12.45	7.03	489.3	4.7 BROWN	
3,615 PW	3.00	10.58	11.33	11.51	10.47	12.30	6.51	484.6	6.0 ACOMA	
3,588 P	2.51	10.49	11.24	11.42	f 10.38	12.10PM	6.02	478.6	3.3 BAROLAY	
4,947 PY	2.45	10.43	11.18	11.35	10.32	11.55AM	5.42	475.3	6.9 D ISLEN SN	
4,454 P	2.31	10.26	11.01	11.19	10.15	11.30	5.20	468.4	4.1 MINTO	
4,836 P	2.24	10.18	10.53	11.12	10.08	11.12	5.10	464.3	4.8 ECCLES	
PFWYT	2.15AM	10.10AM	10.45AM	11.05AM	10.00PM	10.45AM	5.00PM	459.5	117.3 DN-R CALIENTE CS	

.....	(2.10)	(2.51)	(2.41)	(2.32)	(2.55)	(5.45)	(5.00)	.....
.....	54.1	41.2	43.7	46.3	40.2	20.4	23.5	.....

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

★Note. No. 104 will run only on the following dates: Due to leave Caliente on the 4th, 10th, 16th, 22nd and 28th of each month.

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

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

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



WESTWARD

THIRD SUBDIVISION

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 13 November 21, 1937	
	257 Time Freight	259 Time Freight	103 Streamliner Passenger ★See note below	717 Challenger Passenger	7 Passenger	21 Passenger	5 Mail and Express		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WFYTP	8.00PM	11.45AM	10.27PM	6.10PM	5.55PM	8.55AM	5.55AM	324.5	DN-R CALIENTE CS	
4,607 P	8.12	12.02PM	10.34	6.18	6.03	9.03	6.02	329.5	5.0 ETNA	
3,607 P	8.32	12.15	10.40	6.26	6.12	9.12	6.09	334.5	5.0 STINE	
4,889 P	8.47	12.30	10.47	6.34	6.20	9.25	6.16	339.1	4.6 BOYD	
3,589 WP	9.01	12.45	10.56	f 6.45	6.31	f 9.34	6.26	345.6	6.5 ELGIN N	
2,735 P	9.12	12.57	11.02	6.53	6.37	9.43	6.34	349.9	4.3 KYLE	
3,641 YP	9.23	1.09	11.09	7.01	6.44	9.51	6.42	354.9	5.0 LEITH	
2,617 P	9.31	1.30	11.14	7.08	6.51	9.58	6.49	360.0	5.1 CLOUD	
3,418 WFP 2,476	9.39	1.40	11.19	f 7.16	6.59	f 10.05	6.54	364.9	4.9 CLOUD	
4,792 P	9.50	1.51	11.28	7.25	7.06	10.15	7.03	370.5	5.6 CARP DN	CA
3,623 P	10.02	2.03	11.36	7.39	7.15	10.25	7.13	375.5	5.0 VIGO	
2,690 P	10.16	2.17	11.44	7.49	7.28	10.35	7.25	381.1	5.6 GALT	
3,812 WP	10.31	2.32	11.50	7.58	7.38	10.42	7.38	386.1	5.0 HOYA	
4,727 P	10.41	2.42	11.56PM	8.04	7.47	10.48	7.43	390.6	4.5 ROX	
2,674 P	10.50	2.51	12.01AM	8.11	7.54	10.54	7.48	395.9	5.3 FARRIER	
5,807 WYP	10.57	2.59	12.06	f 8.18	f 8.01	f 11.00	f 7.53	400.9	5.0 ACTON	
2,612 P	11.21	3.08	12.11	8.26	8.09	11.08	7.58	405.9	5.0 MOAPA DN	MA
4,666 P	11.30	3.16	12.15	8.32	8.15	11.14	8.03	410.5	4.6 BYRON	
2,681 P	11.38	3.25	12.20	8.38	8.21	11.19	8.08	415.4	4.8 UTE	
3,553 WP	11.48PM	3.40	12.25	8.45	8.29	11.26	8.14	421.0	4.9 CRYSTAL	
2,702 P	12.01AM	3.55	12.33	8.52	8.37	11.33	8.21	426.5	5.6 DRY LAKE	
4,525 P	12.10	4.10	12.41	8.59	8.45	11.41	8.28	432.0	5.5 GARNET	
2,698 P	12.18	4.20	12.47	9.05	8.51	11.47	8.34	437.0	5.5 APEX	
3,647 P	12.25	4.30	12.51	9.10	8.56	11.52	8.39	441.6	5.0 DIKE	
5,045 P	12.33	4.40	12.54	9.15	9.01	11.56AM	8.43	445.3	4.6 VALLEY	
WFYTOP	A 12.45AM	A 5.00PM	A 1.01AM	A 9.25PM	A 9.10PM	A 12.05PM	A 8.50AM	449.8	3.7 WANN	
									4.5 LAS VEGAS DN-R	VG
									125.3	
	(4.45) 26.3	(5.15) 23.9	(2.34) 48.8	(3.15) 35.5	(3.15) 33.5	(3.10) 39.1	(2.55) 42.3		..... Thru Time	
									..... Average speed per hour	

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

\*Note. No. 103 will run only on the following dates: Due to leave Caliente on the 1st, 7th, 13th, 19th and 25th of each month.

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

THIRD SUBDIVISION

EASTWARD

Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time Table No. 13 November 21, 1937		FIRST CLASS					SECOND CLASS	
	STATIONS		8 Passenger	818 Challenger Passenger	6 Mail and Express	14 Passenger	104 Streamliner Passenger	262 Time Freight	264 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
WFYTP	DN-R CALIENTE CS	459.5	A 8.55AM	A 9.30AM	A 9.55AM	A 8.50PM	A 1.15AM	A 8.30AM	A 3.00PM
4,607 P	5.0 ETNA	454.5	8.44	9.21	9.45	f 8.40	1.07	8.15	2.45
3,607 P	5.0 STINE	449.5	8.34	9.12	9.35	f 8.32	12.59	8.05	2.33
4,889 P	4.6 BOYD	444.9	8.25	9.02	9.25	8.22	12.51	7.50	2.20
3,589 WP	6.5 ELGIN N	438.4	8.13	8.50	9.14	f 8.11	12.41	7.27	2.05
2,735 P	4.3 KYLE	434.1	8.05	8.42	9.04	f 8.02	12.34	7.07	1.52
3,641 YP	5.0 LEITH	429.1	7.56	8.34	8.55	f 7.53	12.25	6.42	1.40
2,617 P	5.1 CLOUD	424.0	7.48	8.27	8.49	7.47	12.19	6.30	1.30
3,418 WFP 2,476	4.9 CLOUD	419.1	7.40	8.20	8.43	f 7.40	12.13	6.20	1.20
4,792 P	5.6 CARP DN	418.5	7.23	8.04	8.30	7.25	12.05AM	5.58	12.55
3,623 P	5.0 VIGO	408.5	7.13	7.55	8.22	f 7.15	11.57PM	5.43	12.42
2,690 P	5.6 GALT	402.9	7.03	7.46	8.14	f 7.06	11.49	5.28	12.28
3,812 WP	5.0 HOYA	397.9	6.55	7.38	8.08	f 6.59	11.43	5.15	12.15
4,727 P	4.5 ROX	393.4	6.49	7.32	8.03	6.52	11.36	4.58	12.01PM
2,674 P	5.3 FARRIER	388.1	6.43	7.25	7.58	6.46	11.31	4.45	11.52AM
5,807 WYP	5.0 ACTON	383.1	6.38	7.18	f 7.53	f 6.39	11.26	4.32	11.43
2,612 P	5.0 MOAPA DN	378.1	6.33	7.12	7.45	f 6.30	11.21	4.22	11.35
4,666 P	4.6 BYRON	373.5	6.28	7.07	7.40	6.25	11.17	4.12	11.28
2,681 P	4.8 UTE	368.6	6.23	7.01	7.35	f 6.20	11.13	4.03	11.19
3,553 WP	4.9 CRYSTAL	363.0	6.17	6.55	7.29	f 6.14	11.08	3.50	11.05
2,702 P	5.5 DRY LAKE	357.5	6.10	6.49	7.23	f 6.07	11.02	3.37	10.53
4,525 P	5.5 GARNET	352.0	6.03	6.43	7.16	5.59	10.57	3.25	10.40
2,698 P	5.0 APEX	347.0	5.53	6.35	7.09	f 5.50	10.50	3.05	10.25
3,647 P	4.6 DIKE	342.4	5.47	6.29	7.04	5.45	10.45	2.55	10.16
5,045 P	3.7 VALLEY	338.7	5.42	6.25	7.00	f 5.41	10.42	2.45	10.10
WFYTOP	4.5 WANN	334.2	5.35AM	6.20AM	6.55AM	5.35PM	10.37PM	2.30AM	10.00AM
	DN-R LAS VEGAS VG								
	125.3		Daily	Daily	Daily	Daily	★See note below	Daily	Daily
	..... Thru Time		(3.20)	(3.10)	(3.00)	(3.15)	(2.38)	(6.00)	(5.00)
	..... Average speed per hour		37.6	39.1	41.8	38.5	47.6	20.9	25.1

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

\*Note. No. 104 will run only on the following dates: Due to leave Las Vegas on the 3rd, 9th, 15th, 21st and 27th of each month.

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

WESTWARD SECOND SUBDIVISION

Table with columns for Class (Second Class, First Class), Station (WPTYOP, LAS VEGAS, BRACKEN, BOULDER JCT., etc.), and Time (Departure/Arrival times).

Time Table No. 13 November 21, 1937

STATIONS

Vertical list of stations including LAS VEGAS, BRACKEN, BOULDER JCT., PIERCE, ARDEN, etc., with associated signal codes.

Automatic Block Signals

EASTWARD

Main table for EASTWARD service, including columns for Class (First Class, Second Class), Station (WPTYOP, LAS VEGAS, etc.), and Time.

SECOND SUBDIVISION

Table for SECOND SUBDIVISION EASTWARD, including columns for Class, Station, and Time.

Time Table No. 13 November 21, 1937

STATIONS

Vertical list of stations including LAS VEGAS, BRACKEN, BOULDER JCT., PIERCE, ARDEN, etc., with associated signal codes.

Automatic Block Signals

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.
★Note. No. 103 will run only on the following dates: Due to leave Las Vegas on the 2nd, 8th, 14th, 20th and 26th of each month.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Except that No. 103 is superior to eastward trains of the same class.
★Note. No. 104 will run only on the following dates: Due to leave Yermo on the 3rd, 9th, 15th, 21st and 27th of each month.

**WESTWARD**

**FIRST SUBDIVISION**

Length of sidings in feet in the clear and location of water, fuel, lumber, telegraph plants, telegraph poles, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 13 November 21, 1937
	257 Time Freight Daily	259 Time Freight Daily	21 Passenger Daily	5 Mail and Express Daily	103 Streamliner Passenger ★ See note below	717 Challenger Passenger Daily	7 Passenger Daily		
	WFTYP			4.40PM	1.00PM	4.03AM	2.55AM		
			4.50PM	1.08PM	4.11AM	3.10AM	2.45AM	625.4	
			s 5.10	s 1.25	4.22	s 3.35	s 3.10	634.2	
			s 7.23	s 3.37	s 6.17	s 6.00	s 5.45	715.3	
			f 7.33	3.44	6.22	f 6.08	5.53	718.8	
I			7.43PM	3.55PM	6.35AM	6.20AM	6.05AM	725.1	
WP	6.15PM	3.30PM	s 7.50	s 4.02	6.37	s 6.25	s 6.13	725.8	
I								728.1	
2,232 P	6.25	3.50	7.56	4.08	6.42	6.31	6.20	729.5	
3,158 P	6.33	4.00	8.01	4.12	6.46	6.35	6.25	733.5	
YP	6.38	4.05	8.04	4.14	6.47	6.37	6.28	735.0	
2,130 P	6.43	4.18	8.08	4.18	6.50	6.41	6.32	737.7	
1,986 P	6.51	4.47	8.13	4.23	6.53	6.46	6.38	741.6	
								745.2	
3,464 WP	7.02	5.00	f 8.21	4.28	6.58	f 6.53	6.45	745.5	
I								745.6	
3,024 P	7.07	5.10	8.25	4.32	7.01	6.57	6.50	747.8	
3,544 IP	7.12	5.20	8.28	4.37	7.03	7.03	6.55	750.8	
2,520 WP	7.15	5.25	f 8.30	4.40	7.05	f 7.08	6.58	751.3	
4,870 P	7.25	5.35	8.36	4.45	7.09	7.13	7.04	754.4	
2,273 P	7.34	5.45	8.41	4.51	7.13	7.19	7.13	758.9	
2,945 P	7.45	5.55	8.48	4.57	7.17	7.27	7.22	763.4	
5,217 WP	7.55	6.05	8.53	5.02	7.20	7.32	7.27	766.3	
2,654 P	8.03	6.15	9.00	5.07	7.24	7.39	7.34	769.6	
	8.10	6.25	9.05	5.11	7.27	7.44	7.39	772.4	
2,606 P	8.15	6.30	f 9.07	5.13	7.28	7.46	7.41	773.0	
4,687 P	8.28 8.33	6.40	9.11	5.16	7.30	7.50	7.45	774.8	
			s 9.20	5.24	s 7.37	s 8.00	s 7.55	777.6	
								777.7	
WFTYOP	A 9.00PM	A 7.00PM	9.25	5.29	7.40	8.10	8.05	779.6	
P						8.15	8.10	780.5	
						8.17	8.13	781.2	
P								781.4	
I								781.5	
P								781.8	
P			9.33PM	5.38PM	7.48AM	8.21AM	8.16AM	782.4	
P			A 9.45PM	A 5.50PM	A 8.00AM	A 8.35AM	A 8.30AM	783.9	

Thru Time ..... Average speed per hour ..... (2.45) 19.6 (3.30) 15.4 (5.05) 32.1 (4.50) 33.7 (3.57) 41.3 (5.40) 28.8 (5.55) 27.6

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

★ Note. No. 103 will run only on the following dates: Due to leave Yermo on the 2nd, 8th, 14th, 20th and 26th of each month.

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

No. 7 will stop at Colton, Ontario, Pomona and Pico to let off revenue passengers from Salt Lake City and East.

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

No. 21 will stop at any station in California to let off revenue passengers from Salt Lake City and East.

Time shown between Daggett and Riverside Jct. 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 Daggett and Riverside Jct., and by S. P. time-table and rules while using their tracks between Washington St. Jct. and Central Station.

**FIRST SUBDIVISION**

**EASTWARD**

Length of sidings in feet in the clear and location of water, fuel, lumber, telegraph plants, telegraph poles, scales and tele-phones.	SECOND CLASS		FIRST CLASS					Distance from First Street Los Angeles	Time Table No. 13 November 21, 1937
	264 Time Freight Daily	262 Time Freight Daily	14 Passenger Daily	104 Streamliner Passenger Daily	8 Passenger Daily	818 Challenger Passenger Daily	6 Mail and Express Daily		
	WFTYP			A 1.00PM	A 7.22PM	A 1.05AM	A 1.30AM		
			12.52PM	7.15PM	12.57AM	1.22AM	2.45AM	158.6	
			s 12.40PM	7.05	s 12.45AM	s 1.10AM	s 2.33	150.4	
			s 10.20AM	s 5.23	s 10.25PM	s 10.35PM	s 12.22	67.3	
			f 10.02	5.11	10.07	f 10.17	12.10AM	64.5	
I			9.52AM	5.03PM	9.57PM	10.07PM	11.59PM	68.2	
WP			s 9.50	5.02	s 9.55	s 10.05	s 11.57	67.5	
I								55.2	
2,232 P			9.36	4.57	9.42	9.54	11.49	63.8	
3,158 P			9.32	4.53	9.37	9.48	11.44	49.8	
YP			9.30	4.52	9.35	9.46	11.42	48.3	
2,130 P			9.27	4.50	9.31	9.42	11.39	45.6	
1,986 P			9.23	4.47	9.26	9.37	11.35	41.7	
								38.1	
3,464 WP			s 9.18	4.43	9.21	f 9.32	11.30	37.8	
I								37.7	
3,024 P			9.13	4.40	9.16	9.27	11.27	35.5	
3,544 IP			9.10	4.37	9.13	9.24	11.24	33.0	
2,520 WP			s 9.08	4.36	f 9.11	f 9.22	f 11.22	32.0	
4,870 P			8.59	4.31	9.02	9.13	11.17	28.9	
2,273 P			8.53	4.26	8.55	9.06	11.12	24.4	
2,945 P			8.47	4.21	8.48	8.59	11.07	19.9	
5,217 P			8.43	4.18	8.42	8.53	11.04	17.0	
2,654 P			8.38	4.15	8.37	8.44	11.00	13.7	
			8.34	4.12	8.33	8.39	10.57	10.9	
2,606 P			f 8.33	4.11	8.32	8.37	10.56	10.3	
4,687 P			8.29	4.09	8.28	8.33	10.54	8.5	
			s 8.25	s 4.05	s 8.24	s 8.29	10.51	5.7	
								5.6	
WFTYOP			8.18	4.01	8.17	8.22	10.47	3.7	
P			8.15					2.8	
			8.13						
P									
I									
P			8.10AM	3.54PM	8.10PM	8.15PM	10.40PM		
P			8.00AM	3.45PM	8.00PM	8.05PM	10.30PM		

Thru Time ..... Average speed per hour ..... (5.00) 32.8 (3.37) 44.8 (5.05) 32.2 (5.25) 30.3 (4.25) 37.2 (2.05) 25.8 (2.30) 21.5

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

★ Note. No. 104 will run only on the following dates: Due to leave Los Angeles on the 3rd, 9th, 15th, 21st and 27th of each month.

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

Time shown between Daggett and Riverside Jct. 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 Daggett and Riverside Jct., and by S. P. Co. time-table and rules while using their tracks between Washington St. Jct. and Central Station.

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

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



Westward—EUREKA BRANCH—Eastward						Westward—SILVER CITY BRANCH—Eastward						West'd—MAMMOTH BRANCH—East'd					
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Tintic		Time Table No. 13		Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Tintic		Time Table No. 13		Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Mammoth Junc.		Time Table No. 13	
				November 21, 1937						November 21, 1937						November 21, 1937	
				STATIONS						STATIONS						STATIONS	
POWFY	0.0	DN	TINTIC	U	0.8	POWFY	0.0	DN	TINTIC	U	2.4	POWFY	0.0	DN	MAMMOTH JCT.	U	0.8
	0.8		TINTIC WYE		0.8		0.8		TINTIC WYE		1.6		0.8		LA.&S.L.&D.&R.G.W.CROSSING		0.8
	1.6		MAMMOTH JCT.		2.0		2.4		SILVER CITY		0.0		1.6		MAMMOTH		0.0
295	3.6	D	EUREKA	RK	0.0												

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.  
Trains running between Union Pacific crossing and Mammoth will be governed by Union Pacific and D. & R. G. W. joint time-table.  
All trains and engines moving between Union Pacific crossing and Mammoth will operate in compliance with Rule 93.  
Switching must not be done or cars left standing on main track without engine attached.  
D. & R. G. W. Rule 93 reads as follows:  
Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, protecting against first class trains.  
Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests entirely with the approaching train or engine.

Westward—FAIRFIELD BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Outler		Time Table No. 13					
				November 21, 1937					
				STATIONS					
3,503	PFWY	10.00AM	0.0	R	CUTLER	MA	29.3	A	1.40PM
			1.9		S. L. & U. CROSSING		27.4		
			2.6		ROBERTS (Spur)		26.7		
		10.15	4.9		CLINTON		24.4	1.25	
453			12.7		DAHL (Spur)		16.8		
			15.2		CEDAR FORT		14.1		
450			17.4		FLOYD (Spur)		11.9		
1,160		11.03	20.3		FAIRFIELD		9.0	12.37	
845		11.15	23.6		5 MILE PASS		5.7	12.25	
2,024	PYW	A 11.35AM	29.3		TOPLIFF		0.0	12.05PM	

Westward—PIOCHE BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Caliente		Time Table No. 13					
				November 21, 1937					
				STATIONS					
	PWFY	7.30AM	0.0	DN-R	CALIENTE	CS	32.7	A	2.00PM
			6.0		PECK		26.7		
109			11.9		COMET (Spur)		20.8		
1,402	s	8.43	14.5		PANAGA		18.2	s	12.47
	W		20.4		WATER TANK		12.3		
1,051	s	9.18	21.4		DELMUES		11.3	s	12.12PM
737	WY	A 10.15AM	32.7	D	PIOCHE	RM	0.0		11.15AM

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

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. EXCEPTION—No. 303 is superior to No. 304.

(1.35) ..... Time ..... (1.35)  
18.5 ..... Average Speed per hour ..... 18.5

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

Westward—FRISCO BRANCH—Eastward						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Milford		Time Table No. 13		
				November 21, 1937		
				STATIONS		
	POWFY	0.0	DN-R	MILFORD	FD	16.9
		2.0		MOSCOW		14.9
		6.2		HICKORY		10.7
621		9.9		SOLUS		7.0
388		16.9		FRISCO		0.0

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

West'd—IRON MOUNTAIN BRANCH—East'd						Westward—BOULDER CITY BRANCH—Eastward					
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Iron Sprigs		Time Table No. 13		Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Boulder Jct.		Time Table No. 13	
				November 21, 1937						November 21, 1937	
				STATIONS						STATIONS	
WDYP	0.0	D	IRON SPRINGS	GS	14.7	PY	5.50AM	0.0	R	BOULDER JCT.	22.4
	3.9		DESERT MOUND		10.8	P	6.10	9.8		ROYSON	12.6
2,089	Y	18.3	WYE		1.4	FPWY	A 6.40AM	22.4	D-R	BOULDER CITY	BC
1,445		14.7	IRON MOUNTAIN		0.0						

(.50) ..... Thru Time ..... (.50)  
26.9 ..... Average speed per hour ..... 26.9

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

Westward—FILLMORE BRANCH—Eastward						
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Delta		Time Table No. 13		
				November 21, 1937		
				STATIONS		
	YWP	0.0	DN	DELTA	AK	32.2
911		8.7		HARDING		23.5
931		15.5		McOORNIOK		16.7
1,689		21.7		GREENWOOD		10.5
408		24.8		EDWARDS (Spur)		7.4
473		27.3		FLANDRO (Spur)		4.9
1,492	YW	32.2	D	FILLMORE	FI	0.0

(1.35) ..... Thru Time ..... (1.35)  
13.5 ..... Average speed per hour ..... 13.5

Westward—ST. THOMAS BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Moapa		Time Table No. 13					
				November 21, 1937					
				STATIONS					
7,796	WY	11.30AM	0.0	DN-R	MOAPA	MA	21.3	A	9.35AM
642		11.55AM	5.1		NARROWS		16.2		9.12
230		12.10PM	8.8		PUEBLO		12.5		8.57
534		12.16	10.2		LOGANDALE		11.1		8.51
253		12.26	12.8		TOKIO		8.5		8.40
612		12.36	14.8		OVERTON		6.5		8.30
	Y		16.7		NEPAC (Spur)		4.6		
642	Y A	1.05PM	21.3	R	ST. THOMAS		0.0		8.00AM
									Daily Except Sunday

(1.35) ..... Thru Time ..... (1.35)  
13.5 ..... Average speed per hour ..... 13.5

Westward—CEDAR CITY BRANCH—Eastward									
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and telephones.		Distance from Lund		Time Table No. 13					
				November 21, 1937					
				STATIONS					
	YFWP	7.30AM	0.0	DN-R	LUND	UN	32.5	A	6.45AM
1,721	P	7.55	9.4		AVON		23.1		6.15
3,979	WOYP	8.20	21.0	D	IRON SPRINGS	GS	11.5		5.50
1,227	P	8.45	25.2		HALIVAH		7.3		5.20
	P		29.9		STOCK YARDS (Spur)		2.6		
1,440	LoopWP	A 9.30AM	32.5	DN-R	CEDAR CITY	CD	0.0		5.00AM
									Daily Except Sunday

(2.00) ..... Thru Time ..... (1.45)  
16.2 ..... Average speed per hour ..... 18.6

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

Westward—SAN PEDRO BRANCH—Eastward				
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Downey Road	Time Table No. 13 November 21, 1937	Distance from E. San Pedro
		0.0	<b>DOWNEY ROAD</b> 0.3	23.1
I-Tr	P	0.3	DN <b>HOBART</b> A. T. and S. F. Crossing 0.5	22.8
	I	0.8	<b>L. A. JCT. BY CROSSING</b> 0.8	22.3
3,033	PW	1.4	<b>FRUITLAND</b> 0.9	21.7
		2.3	<b>P. E. CROSSING</b> 0.2	20.8
827	P	2.5	D <b>BELL</b> BL 2.1	20.6
	PI	4.6	<b>SOUTH GATE</b> S. P. Crossing 2.0	18.5
717		6.6	<b>WORKMAN</b> 0.6	16.5
267	Spur	7.2	<b>RANCHO LOS AMIGOS</b> 1.2	15.9
		8.4	<b>P. E. CROSSING</b> 0.6	14.7
3,023		9.0	<b>CLEARWATER</b> 0.7	14.1
	P	9.7	D <b>HYNES</b> HY 1.8	13.4
3,709	P	11.5	<b>RIOCO</b> 3.1	11.6
		14.6	<b>OOTA</b> P. E. Crossing 1.7	8.5
4,635		16.3	<b>MANUEL</b> 2.6	6.8
		18.9	<b>THENARD</b> S. P. & P. E. Crossings 0.6	4.2
		19.5	<b>WILMINGTON</b> 0.9	3.6
		20.4	<b>BADGER AVE. DRAWBRIDGE</b> 1.0	2.7
	PWTY	21.4	<b>TERMINAL ISLD.</b> 1.7	0.7
	P	23.1	D <b>EAST SAN PEDRO</b> SR 23.1	0.0

Westward—PASADENA BRANCH—Eastward				
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Bridge Jct.	Time Table No. 13 November 21, 1937	Distance from Pasadena
	P	0.0	<b>BRIDGE JCT.</b> 0.5	12.0
		0.5	<b>NINTH ST. JCT.</b> 1.9	11.5
		2.4	<b>ALISO ST.</b> 0.2	9.6
		2.6	<b>MACY ST.</b> 0.5	9.4
	I	3.1	<b>ALHAMBRA AVE.</b> S. P. Crossing 1.7	8.9
392	Spur	4.8	<b>ROCK JCT.</b> 1.2	7.2
521		6.0	<b>SIGNAL</b> 1.5	6.0
		7.5	<b>HIGHLAND PARK</b> A. T. and S. F. Crossing 3.0	4.5
386	Spur	10.5	<b>RAYMOND</b> 0.7	1.5
		11.2	<b>CALIFORNIA ST.</b> 0.8	0.8
1,063		12.0	D <b>PASADENA</b> AD 12.0	0.0

Westward—ANAHEIM BRANCH—Eastward				
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Whittier Jct.	Time Table No. 13 November 21, 1937	Distance from Anaheim
	P	0.0	<b>WHITTIER JCT.</b> 2.3	20.0
1,037		2.3	D <b>WHITTIER</b> WR 7.4	17.7
996		9.7	D <b>LA HABRA</b> HA 0.8	10.3
	I	10.5	<b>PAO. ELEC. CROSSING</b> 1.6	9.5
1,228		12.1	<b>VIEJO</b> 1.7	7.9
473		13.8	<b>SUNNY HILLS</b> 1.7	6.2
	I	15.5	<b>A. T. &amp; S. F. CROSSING</b> 1.8	4.5
716		17.3	D <b>FULLERTON</b> RN 2.7	2.7
2,304	WT	20.0	D <b>ANAHEIM</b> MN 20.0	0.0

Westward—RIALTO BRANCH—Eastward				
Length of sidings in feet in the clear and location of water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Riverside Jct.	Time Table No. 13 November 21, 1937	Distance from End of Track
	I	0.0	<b>RIVERSIDE JCT.</b> 0.3	9.3
	P	0.3	<b>S. P. INTERCHANGE</b> 0.5	9.0
	P	0.8	<b>HANCOCK</b> 0.2	8.5
122	Spur	1.0	<b>FAIRMONT PARK</b> 0.3	8.3
	P	1.3	<b>ALAMO</b> 0.2	8.0
926		1.5	<b>EL RIO</b> 0.7	7.8
		2.2	<b>ALVARADO</b> 0.7	7.1
174		2.9	<b>RANURA</b> 0.4	6.4
		3.3	<b>R. P. CEMENT CO. R. R. CROSSING</b> 0.2	6.0
	WFP	3.5	<b>ORESTMORE</b> 2.8	5.8
	Spur	6.3	<b>BLOOMINGTON</b> S. P. Crossing 2.2	3.0
1,361	P	8.5	<b>POOLE</b> 0.5	0.8
		9.0	<b>RIALTO</b> A. T. and S. F. Crossing 0.3	0.3
		9.3	<b>END OF TRACK</b> 9.3	0.0

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 water, fuel, interlocking plants, turning stations, scales and tele-phones.		Distance from Rock Jct.	Time Table No. 13 November 21, 1937	Distance from Glendale
		0.0	<b>ROCK JCT.</b> A. T. and S. F. Crossing 3.6	5.4
392		3.6	<b>FOREST LAWN</b> 1.8	1.8
97		5.4	<b>GLENDALE</b> 5.4	0.0

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

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

THE BALL RAILROAD TIME SERVICE.....CHICAGO  
 R. V. Owens, General Supervisor of Time Service.....Omaha  
 Salt Lake City.....Hubbard-Denn Company  
 Salt Lake City.....H. B. Miller Co., 460 W. 2d South St.  
 Lehi.....E. N. Webb  
 Provo.....W. E. Mitchell, 34 West Center St.  
 Eureka.....John Morley & Son  
 Cedar City.....H. Ray Bush  
 Milford.....M. J. Christensen  
 Las Vegas.....M. W. Davis  
 Victorville.....W. H. Whitmore  
 San Bernardino.....Arthur's Jewelry Store  
 Riverside.....Frank S. Fisher, 3866 Main St.  
 San Pedro.....A. J. Bryngelson, 261 W. 6th St.  
 Long Beach.....Boyson Jewelry Co., 215 Pine Ave.  
 Pasadena.....Arnold's Jewelry Co., 345 E. Colorado St.  
 Huntington Park.....James Podmore, 6612 Pacific Blvd.  
 Los Angeles.....I. B. Blake, 1238 E. 7th St.  
 Los Angeles.....J. McAuliffe, 1972 E. First St.  
 Los Angeles.....G. D. Davidson, 445 So. Spring St.  
 Los Angeles.....Geo. T. Johnson, 631 So. Main St.

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

North Yard ..... Telegraph Office  
 North Yard ..... Engineer's Register Room  
 Salt Lake City ..... Union Depot Telegraph Office  
 Salt Lake City ..... Dispatcher's Office  
 Cedar City ..... Telegraph Office  
 Provo ..... Joint Yard Telegraph Office  
 Provo ..... Local Freight Office  
 Tintic ..... Telegraph Office  
 Lyndyl ..... Telegraph Office  
 Milford ..... Telegraph Office  
 Lund ..... Telegraph Office  
 Caliente ..... Depot Register Room  
 Caliente ..... Engineer's Register Room  
 Las Vegas ..... Round House  
 Las Vegas ..... Engineer's Locker Room  
 Las Vegas ..... Telegraph Office  
 Kelso ..... Telegraph Office  
 Yermo ..... Telegraph Office  
 Riverside ..... Telegraph Office  
 East Yard ..... Round House  
 East Yard ..... Telegraph Office  
 East Yard ..... Dispatcher's Office  
 Los Angeles ..... Central Station, S. P. Clock  
 Los Angeles ..... Central Station, Locker Room

RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
JOHN R. NILSSON	Chief Surgeon	Omaha, Neb.	...	P. W. Lawler	Surgeon	Victorville, Cal.	Hesperia to Barstow.
Shuler Fagan	District Surgeon	Los Angeles, Cal.	...	J. E. Ballachee	Surgeon	Yermo, Cal.	Barstow to Calada.
Claude L. Davison	Surgeon	Los Angeles, Cal.	All.	H. B. Slavin	Surgeon	Las Vegas, Nev.	Roach to Dry Lake.
Douglas L. Gammette	Surgeon	Los Angeles, Cal.	All.	J. B. Demman	Surgeon	Caliente, Nev.	Crestline to Moapa.
R. A. Woodhull	Eye, Ear, Nose and Throat	Los Angeles, Cal.	All.	J. W. Bergstrom	Surgeon	Cedar City, Utah	Cedar City to Avon.
Robert Belt	Consultant	Los Angeles, Cal.	All.	M. J. McFarlane	Surgeon	Cedar City, Utah	Cedar City to Avon.
Sam S. Mathews	Consultant	Los Angeles, Cal.	All.	R. R. Shannon	Surgeon	Milford, Utah	Crestline to Clear Lake.
William Leake	Consultant	Los Angeles, Cal.	All.	W. H. Wright	Surgeon	Delta, Utah	Black Rock to Lyndyl.
Wallace Dodge	Consultant	Los Angeles, Cal.	All.	Steele Bailey, Jr.	Surgeon	Eureka, Utah	Boulder to Adams and Tintic District.
Chester Dixon	Surgeon	Santa Monica, Cal.	Santa Monica to Los Angeles.	J. H. Peck	Surgeon	Tooele, Utah	Warner to Lake Point.
B. E. Grant	Surgeon	Glendale and Hollywood, Cal.	Glendale and Hollywood to Los Angeles.	F. H. Beckstead	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
Homer Rickabaugh	Surgeon	Alhambra, Cal.	Alhambra to Los Angeles.	T. W. Allred	Surgeon	Nephi, Utah	Santaquin to Lyndyl.
W. W. Woods	Surgeon	Monterey Park, Cal.	Monterey Park to Los Angeles.	L. D. Stewart	Surgeon	Payson, Utah	Spanish Fork to Sandy.
J. S. Hibben	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	F. W. Taylor	Surgeon	Provo, Utah	Spanish Fork to Vineyard.
C. C. Snyder	Surgeon	Pasadena, Cal.	Pasadena to Los Angeles.	B. C. Linebaugh	Surgeon	Utah	Pleasant Grove, Utah
J. P. Mortensen	Surgeon	Los Angeles, Cal.	Belvedere Gardens and East Yard.	J. F. Noyes	Surgeon	American Fork, Utah	American Fork to Toppliff.
Creswell Burns	Surgeon	Walnut Park, Cal.	Walnut Park to Los Angeles.	W. L. Smith	Eye, Ear, Nose and Throat	Salt Lake City, Utah	All.
Russell Johnson	Surgeon	Compton, Cal.	Hynes to Walnut Park.	F. R. Slopansky	Eye, Ear, Nose and Throat	Salt Lake City, Utah	All.
Ralph B. Eusden	Surgeon	Long Beach, Cal.	West Long Beach to Hynes.	F. J. Winget	Surgeon	Salt Lake City, Utah	All.
Woodley Stellar	Surgeon	Wilmington, Cal.	San Pedro to West Long Beach.	W. M. Clinger	Surgeon	Salt Lake City, Utah	All.
L. L. Hall	Surgeon	Montebello, Cal.	Montebello to Los Angeles.	O. J. LaBarge	Surgeon	Salt Lake City, Utah	All.
R. V. Graves	Surgeon	Fullerton, Cal.	Fullerton to Anaheim.	Spencer Wright	Surgeon	Salt Lake City, Utah	All.
Geo. W. Keller	Surgeon	Pomona, Cal.	Rowland to Ontario.	L. R. Cowan	Consultant	Salt Lake City, Utah	All.
D. E. Hayhurst	Surgeon	Ontario, Cal.	Riverside to Pomona.	Reed Harrow	Consultant	Salt Lake City, Utah	All.
W. W. Roblee	Surgeon	Riverside, Cal.	Colton to Ontario.				
F. E. Clough	Surgeon	San Bernardino, Cal.	Colton to Hesperia.				

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

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