

UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, November 14, 1926

AT 12:01 A. M., "MOUNTAIN TIME"

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.



CONDENSED TIME TABLE

Westward

Salt Lake City and Los Angeles

Eastward

SECOND CLASS		FIRST CLASS							Distance from Salt Lake City	Time Table No. 71 November 14, 1926	Distance from First Street, Los Angeles	FIRST CLASS						SECOND CLASS	
257 Freight		3 Passenger	27 Passenger	7 Passenger	25 Passenger	51 Passenger	71 Passenger	28 Passenger				8 Passenger	26 Passenger	4 Passenger	52 Passenger	72 Passenger	256 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	Arrive Daily				
9.00AM		11.35PM	2.55PM	10.40AM	8.55AM	7.30AM	7.20AM	0.0	SALT LAKE CITY	784.0	12.40PM	6.20PM	8.30PM	5.00AM	4.35PM	8.55PM	1.00PM		
							9.10	47.3	PROVO	752.7						7.14			
							10.34AM	89.2	NEPHI	710.8						6.01			
9.55		12.20AM	3.26	11.10	9.26	8.03		15.7	GARFIELD	768.3	12.07PM	5.46	7.54	4.23	4.04		11.40AM		
11.59AM		1.02	4.06	11.44AM	10.03	8.48		35.8	WARNER	748.2	11.28AM	5.13	7.13	3.47	2.54		10.03		
3.54PM		2.45	5.42	1.06PM	11.32AM	10.23AM		85.4	TINTIC	698.6	10.00	3.54	5.42	2.10	1.25PM		6.20		
6.10		3.55	6.35	2.02	12.35PM		12.25PM	118.1	LYNNDYL	665.9	9.00	3.03	4.40	1.00AM		4.40PM	3.45AM		
10.40PM		6.14	8.18	3.43	2.18			184.6	BLACK ROCK	599.4	7.13	1.14	2.51	10.40PM			11.25PM		
12.45AM		7.45	9.10	4.30	3.10			207.2	MILFORD	576.8	6.37	12.38PM	2.11	10.00			10.10		
2.40		9.00	10.06	5.22	4.06			242.6	LUND	541.4	5.33	11.39AM	1.07	8.50			7.25		
5.30		9.58	10.53	6.09	5.00			274.2	MODENA	509.8	4.45	10.53	12.20PM	7.32			6.09		
9.10AM		11.50AM	11.50PM	7.05	5.55			324.5	CALIENTE	459.5	2.55AM	9.05	10.30AM	5.25			2.45PM		
1.20PM		3.05PM	2.08AM	9.25	8.14			400.5	MOAPA	388.5	10.43PM	5.18	6.26	12.51PM			7.35AM		
5.40PM		5.30	3.30	10.45PM	9.40PM			449.8	LAS VEGAS	334.2	9.15	4.05	5.10	11.25AM			5.20		
1.00AM		9.25PM	6.45	1.50AM	1.00AM			548.5	KELSO	285.5	6.15	1.00AM	1.43AM	7.35			10.10		
6.00		12.20AM	8.45	3.45	3.10			620.8	YERMO	163.2	4.20	11.15PM	11.45PM	4.55			6.00		
8.00AM		1.00	9.20AM	4.15	3.45			684.2	BARSTOW	149.8	3.50	10.45	11.10	4.20			3.50PM		
6.00PM		4.10	12.03PM	6.45	6.20			715.3	SAN BERNARDINO	67.3	1.20	8.00	8.15	1.40			9.00AM		
7.00		4.20	12.13	6.53	6.28			719.0	COLTON	64.3	1.03	7.41	7.56	1.20			7.00		
8.15		4.40	12.30	7.10	6.43			725.8	RIVERSIDE	57.5	12.50	7.29	7.43	1.05			4.40		
11.40PM		5.39	1.21	7.53	7.25			751.3	POMONA	32.0	12.05PM	6.48	6.58	12.12AM			3.20		
4.00AM		7.00AM	2.30PM	9.00AM	8.30AM			783.9	LOS ANGELES	0.0	11.00AM	5.50PM	5.55PM	11.00PM			2.00AM		
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(68.00) 11.5 (32.25) 24.2 (24.35) 31.9 (23.20) 33.6 (24.35) 31.9 (2.53) 29.6 (5.05) 26.4 Time (24.40) 31.8 (23.30) 33.3 (25.35) 30.7 (29.00) 27.0 (3.10) 27.0 (4.15) 31.5 (58.00) 13.5

NOTE: Pacific Time West of Caliente. Mountain Time East of Caliente.

W. H. SMITH, Superintendent..... Salt Lake City, Utah

J. T. WARDENBURG, {Trainmaster..... Salt Lake City, Utah
Sixth and Provo Subdivisions and Branches..}

A. J. MOONEY, {Chief Train Dispatcher..... Salt Lake City, Utah
Sixth and Provo Subdivisions and Branches..}

W. E. BORDEN, Dispatcher..... Salt Lake City, Utah

L. G. CAMPBELL, Dispatcher..... Salt Lake City, Utah

D. M. JONES, Dispatcher..... Salt Lake City, Utah

J. C. HAYMOND, Dispatcher..... Salt Lake City, Utah

N. E. McKINNON, {Trainmaster..... Milford, Utah
Fourth and Fifth Subdivisions and Branches.....}

R. M. SEALE, {Chief Train Dispatcher..... Milford, Utah
Fourth and Fifth Subdivisions and Branches.....}

C. E. MOORE, Dispatcher..... Milford, Utah

M. J. DONELLAN, Dispatcher..... Milford, Utah

V. H. DILLEHUNT, Dispatcher..... Milford, Utah

R. M. COPELAND, Dispatcher..... Milford, Utah

SPEED TABLE

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

MILEAGE:

SALT LAKE DIVISION

Main Line 459.5

Branches 188.9

Total 648.4

LOS ANGELES DIVISION

Main Line 462.8

Branches 107.0

Total 569.8

GRAND TOTAL

Main Line 922.3

Branches 295.9

Total 1218.2

F. H. KNICKERBOCKER,
General Manager.

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

WESTWARD

PROVO SUBDIVISION—Salt Lake City and Lynndyl

EASTWARD

Length of Passing Tracks 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. 71 November 14, 1926	Distance from Los Angeles	FIRST CLASS				SECOND CLASS			
	95 Freight		93 Freight		71 Passenger							72 Passenger				94 Freight		96 Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday		
WFYOTP			7.00AM				7.20AM	0.0	DN-R SALT LAKE CITY VN-C	800.0	8.55PM						1.05PM		
			8.15AM				s 7.55AM	12.6	DN-R SANDY BR	787.4	s 8.20PM						11.40AM		
			Joint		Time	Table	of the	O. S. L.	R. R.	and L. A. & S. L. R.R. Gov-erns	between	Salt Lake	City and	Sandy,	These fig-ures for	information only			
			8.15AM				s 7.55AM	12.6	DN-R SANDY BR	787.4	s 8.20PM						11.40AM		
2,700 PW			8.40				s 8.05	17.1	D DRAPER A	782.9	s 8.10						11.10		
P								22.0	RIDEOUT (Spur)	778.0									
3,700 West 3,568 East P			9.15				f 8.18	24.5	MOUNT	775.5	f 7.58						10.30		
3,705 FWYP			9.45				s 8.28	29.0	DN CUTLER JN	771.0	s 7.50						9.45		
1,747 P			10.00				s 8.33	30.5	D LEHI HI	769.5	s 7.46						9.25		
2,400 P			10.15				s 8.40	33.5	D AMERICAN FORK AF	766.5	s 7.39						9.10		
I								34.0	S. L. & U. CROSSING	766.0									
3,702 P			10.30				s 8.49	36.5	D PLEASANT GROVE GO	763.5	s 7.32						8.49		
1,422								38.2	HARDY (Spur)	761.8									
807							f	40.9	VINEYARD	759.1	f								
3,708 P			10.50				f 8.57	42.6	LAKEVIEW	757.4	f 7.23						8.20		
								42.7	D. & R. G. W. CROSSING	757.3									
FWPOTY			7.30AM	11.15AM			s 9.10	47.3	DN-R PROVO VO UR	752.7	s 7.14						8.00AM	1.30PM	
730 P			7.45				f 9.18	52.0	SPRINGVILLE	748.0	f 7.02						1.12		
1,601 P			8.05				s 9.25	55.6	D SPANISH FORK SF	744.4	s 6.56						1.00		
2,702 P			8.20				f 9.30	58.4	BENJAMIN	741.6	f 6.50						12.45		
2,647 PWOY			9.00				s 9.38	63.2	D PAYSON CN	736.8	s 6.43						12.30PM		
575							f 9.46	67.4	BARRY	732.6	f 6.37								
2,704 P			9.30				f 9.49	69.3	SANTAQUIN	730.7	f 6.34						11.58AM		
1,481 P			9.55				f 9.55	72.0	YORK	728.0	f 6.29						11.45		
2,696 PW			10.20				f 10.05	78.0	STARR	722.0	f 6.20						11.20		
908							f 10.12	81.6	MONA	718.4	f 6.13								
2,214 P			11.00				f 10.15	83.3	BURRISTON	716.7	f 6.10						11.00		
2,720 PWY			11.55AM				s 10.34	89.2	DN NEPHI NI	710.8	s 6.01						10.34		
2,712 P			12.25PM				f 10.46	96.4	SHARP	703.6	f 5.45						9.25		
290							f 10.54	101.0	LEVAN (Spur)	699.0	f 5.38								
2,733 PW			1.05				s 11.00	103.7	D JUAB JA	696.3	s 5.32						9.00		
2,673 P			1.35				f 11.13	110.7	MILLS	689.3	f 5.20						8.35		
1,310 P			2.05				f 11.31	118.9	PARLEY	681.1	f 5.06						8.10		
1,496 P			2.40				s 11.49	128.7	LEAMINGTON	671.3	s 4.49						7.45		
211								131.1	MACK (Spur)	668.9									
PFTVY			3.00PM				11.59AM	134.1	DN-R LYNN DYL NY	665.9	4.40PM						7.30AM		
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily		134.1		Leave Daily						Leave Daily Ex. Monday	Leave Daily Ex. Monday	

(7.30) 11.6 (4.15) 11.1

(4.39) 28.8 Time Average Speed Per Hour..... (4.15) 31.5

(5.05) 9.3 (6.00) 14.5

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

SIXTH SUBDIVISION—Salt Lake City and Lynndyl—WESTWARD

Time Table No. 71
November 14, 1926

Table with columns for Second Class (259, 257, 261) and First Class (3, 59, 57, 27, 55, 7, 25, 51, 53). Rows list train numbers and departure/arrival times. Includes a 'Distance from Salt Lake City' column and a 'STATIONS' column on the right.

STATIONS column listing stations from NORTH YARD to LYNN DYL with distances and line indicators (e.g., DN-R, BE, VN).

Eastward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Exceptions: No. 53 is superior to No. 54. No. 55 is superior to No. 56. No. 57 is superior to No. 58. No. 59 is superior to No. 60. No. 54 and No. 56 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

SIXTH SUBDIVISION—Salt Lake City and Lynndyl—EASTWARD

Time Table No. 71

November 14, 1926

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Los Angeles	FIRST CLASS									SECOND CLASS								
		4 Passenger	54 Passenger	28 Passenger	52 Passenger	56 Passenger	8 Passenger	26 Passenger	58 Passenger	60 Passenger	256 Freight								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
DN-R NORTH YARD C	783.6															1.00PM			
1.1 S. L. G. & W. CROSSING	782.5																		
0.1 D. & R. G. W. CROSSING	782.4																		
1.1 WESTERN PAC. CROSSING	781.3																		
2.1 DN-R BUENA VISTA BE	779.2															12.10PM			
DN-R SALT LAKE CITY VN	784.0	5.00AM	8.35AM	12.40PM	4.35PM	5.15PM	6.20PM	8.30PM	8.40PM	12.34AM									
1.3 EIGHTH SOUTH ST.		4.52	8.27	12.33	4.27	5.06	6.13	8.23	8.32	12.26									
		Joint	time	table	of the	O. S. L.	R. R. and	L. A. & S.	L. R. R.	governs	between	Salt Lake	City and	Eighth	South St.				
0.2 EIGHTH SOUTH ST.	782.7	4.52	8.27	12.33	4.27	5.06	6.13	8.23	8.32	12.26									
0.1 D. & R. G. W. CROSSING	782.5																		
0.1 D. & R. G. W. CROSSING	782.4																		
3.2 DN-R BUENA VISTA BE	779.2	f 4.43	s 8.19	12.25	s 4.20	s 4.58	6.04	8.14	s 8.24	s 12.18						12.10PM			
5.5 RITER	773.7	f 4.33	f 8.11	12.15	f 4.12	f 4.48	5.54	8.04	f 8.15	f 12.10						11.55AM			
5.4 DN GARFIELD GF	768.3	s 4.23	s 8.03	12.07PM	s 4.04	s 4.40	5.46	7.54	s 8.07	s 12.02AM						11.40			
1.2 B. & G. CROSSING	767.1																		
0.3 SMELTER	766.9		s 7.59		s 4.00	s 4.35		7.50	s 8.03	s 11.59PM									
0.8 R WYE	766.0		7.40			3.45			8.00PM	11.50PM									
1.6 LAKE POINT	764.4	f 4.15		11.59AM	f 3.34		5.38	7.45								11.18			
3.9 MORRIS	760.5	f 4.08		11.52	f 3.20		5.32	7.37								10.35			
4.1 ERDA	756.4	f 4.01		11.45	f 3.10		5.26	7.29								10.25			
4.1 SHIELDS	752.3	f 3.54		11.37	f 3.01		5.19	7.21								10.15			
4.1 D WARNER DU	748.2	s 3.47		11.28	s 2.54		5.13	7.13								10.03			
3.4 BAUER	744.8				f														
2.2 DN STOCKTON KN	742.6	f 3.36		11.17	s 2.43		5.03	7.01								9.32			
6.5 D ST. JOHN SJ	736.1	f 3.25		11.07	s 2.32		4.53	6.50								9.12			
6.9 AJAX	729.2	f 3.15		10.57	f 2.21		4.42	6.40								8.35			
5.9 D FAUST F	723.3	f 3.05		10.47	s 2.10		4.32	6.30								8.10			
6.1 PEHRSON	717.2	f 2.54		10.38	f 2.00		4.23	6.19								7.40			
3.1 DUNBAR	714.1	f 2.48		10.33	f 1.54		4.18	6.12								7.25			
4.2 LOFGREEN	709.9	f 2.40		10.26	f 1.47		4.12	6.05								7.05			
5.7 BOULTER	704.2	f 2.30		10.12	f 1.36		4.04	5.55								6.50			
3.6 KNIGHT (Spur)	700.6				f														
2.0 DN-R TINTIC U	698.6	s 2.10		10.00	1.25PM		3.54	f 5.42								6.20			
6.7 McINTYRE	691.9	f 1.50		9.46			3.42	5.26								5.45			
6.6 JERICO	685.3	f 1.38		9.33			3.32	5.14								5.15			
5.8 DYER	679.5	f 1.26		9.23			3.23	5.03								4.45			
4.5 CHAMPLIN	675.0	f 1.18		9.16			3.17	4.56								4.27			
4.0 ADAMS	671.0	f 1.10		9.09			3.11	4.49								4.10			
5.1 DN-R LYNDYL NY	665.9	1.00AM		9.00AM			3.03PM	4.40PM								3.45AM			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily			

118.1

Time	(4.00)	(1.00)	(3.40)	(3.10)	(1.35)	(3.17)	(3.50)	(0.40)	(0.44)	(9.15)
Average Speed Per Hour.....	29.5	18.0	32.2	27.0	11.4	36.0	30.8	27.0	24.5	12.7

Eastward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Exceptions: No. 53 is superior to No. 54. No. 55 is superior to No. 56. No. 57 is superior to No. 58. No. 59 is superior to No. 60. No. 54 and No. 56 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

WESTWARD

FIFTH SUBDIVISION—Lyndyl and Milford

EASTWARD

Main schedule table with columns for Second Class (259, 257, 261), First Class (27, 7, 25, 71, 3), and Second Class (256). Includes stations from Salt Lake City to Los Angeles and Milford. Includes a summary row at the bottom with average speeds and times.

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

Westward—FILLMORE BRANCH—Eastward

Sub-schedule for Fillmore Branch showing stations Delta, Harding, McCornick, Greenwood, Edwards, Flandro, and Fillmore. Includes passenger times and distances.

Westward—DELTA BRANCH—Eastward

Sub-schedule for Delta Branch showing stations Delta, Steele, Moody, Erwin, Abbott, Wilson, Gordon, Sugarville, and Lucerne. Includes passenger times and distances.

Westward—HINCKLEY BRANCH—Eastward

Sub-schedule for Hinckley Branch showing stations Moody, Lamoto, and Hinckley. Includes passenger times and distances.

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

Exceptions—No. 71 is superior to No. 72 on Fillmore Branch only.

		WESTWARD								FOURTH SUBDIVISION—Milford and Caliente								EASTWARD				
Length of Passing Tracks 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. 71 November 14, 1926								Distance from Los Angeles	FIRST CLASS				SECOND CLASS
	261	259	257	27	7	25	3											28	8	26	4	256
	Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Freight								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS									Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PTFWO	6.00PM	7.20AM	12.45AM	9.10PM	4.30PM	3.10PM	7.45AM	207.2	DN-R	MILFORD	FD	576.8	6.30AM	12.31PM	1.56PM	9.45PM				8.55PM		
3,687 P	6.20	7.55	1.05	9.18	4.38	3.19	f 7.55	212.3		5.1		571.7	6.20	12.22	1.48	f 9.35			8.40			
3,715 P	6.33	8.18	1.20	9.27	4.45	3.27	f 8.04	217.4		5.1		566.6	6.12	12.15	1.41	f 9.27			8.29			
3,723 PW	6.48	8.40	1.35	9.35	4.52	3.34	f 8.13	222.4		5.0		561.6	6.04	12.08PM	1.34	f 9.20			8.18			
4,701 P	7.06	9.00	1.55	9.44	5.01	3.44	f 8.24	229.2		6.8		554.8	5.53	11.59AM	1.25	f 9.10			8.05			
3,716 P	7.16	9.12	2.05	9.50	5.07	3.50	f 8.31	233.5		4.3		550.5	5.47	11.53	1.19	f 9.04			7.56			
2,741 P	7.45	9.25	2.15	9.56	5.13	3.56	f 8.37	238.2		4.7		545.8	5.40	11.46	1.13	f 8.57			7.45			
4,238 PFWY	8.50	9.50	2.40	10.06	5.22	s 4.06	s 9.00	242.6	DN	4.4	UN	541.4	5.33	11.39	s 1.07	s 8.50			7.25			
3,721 P	9.20	10.10	3.00	10.14	5.31	4.15	f 9.09	247.6		5.0		536.4	5.24	11.30	12.57	f 8.19			7.05			
2,729 P	9.40	10.25	3.15	10.20	5.38	4.22	f 9.17	252.5		4.9		531.5	5.16	11.23	12.50	f 8.11			6.53			
3,723 PW	10.00	10.40	3.30	10.26	5.45	4.29	s 9.25	257.3	D	4.8	BY	526.7	5.09	11.16	12.43	f 8.02			6.43			
3,706 P	10.33	11.09	4.09	10.33	5.52	4.37	f 9.34	262.9		5.6		521.1	5.02	11.09	12.36	f 7.52			6.32			
4,719 P	10.55	11.40AM	4.55	10.40	5.59	4.45	f 9.42	268.2		5.3		515.8	4.55	11.02	12.29	f 7.42			6.21			
4,916 FWYP	11.25	12.20PM	5.30	10.53	6.09	f 5.00	s 9.58	274.2	DN	6.0	NA	509.8	4.45	10.53	f 12.20	s 7.32			6.09			
3,724 P	11.38	12.40	5.45	10.59	6.15	5.07	f 10.05	278.1		3.9		505.9	4.33	10.42	12.08	f 7.17			5.41			
2,719 P	11.50PM	12.55	5.59	11.06	6.22	5.13	f 10.13	282.8		4.7		501.2	4.27	10.35	12.02PM	f 7.10			5.30			
3,775 P	12.05AM	1.10	6.12	11.12	6.28	5.19	f 10.29	286.2		3.4		497.8	4.21	10.29	11.56AM	f 7.03			5.19			
2,731 P	12.05AM	1.10	6.12	11.12	6.28	5.19	f 10.29	286.2		4.1		493.7	4.12	10.20	11.47	f 6.53			4.50			
3,715 PY	12.35	1.40	6.40	11.22	6.35	5.29	f 10.42	290.3	DN	4.4	NE	489.3	4.02	10.12	11.38	f 6.43			4.30			
2,712 P	12.50	1.55	6.55	11.30	6.43	5.37	f 10.50	294.7		4.7		484.6	3.52	10.02	11.28	f 6.26			4.17			
3,724 PW	1.08	2.10	7.12	11.40	6.53	5.47	f 11.00	299.4		6.0		478.6	3.41	9.52	11.17	f 6.16			4.02			
3,689 P	1.28	2.30	7.32	11.52	7.03	5.57	f 11.17	305.4		3.3		475.3	3.34	9.45	11.10	f 6.06			3.50			
3,604 PY	1.48	2.50	7.50	11.59PM	7.11	6.06	f 11.30	308.7	DN	6.9	SN	468.4	3.15	9.26	10.51	f 5.43			3.20			
3,500 P	2.12	3.20	8.20	12.18AM	7.30	6.25	f 11.50AM	315.6		4.1		464.3	3.07	9.17	10.42	f 5.36			3.05			
3,700 P	2.27	3.40	8.40	12.28	7.40	6.34	f 12.05PM	319.7		4.8		459.5	2.55AM	9.05AM	10.30AM	5.25PM			2.45PM			
PFWYT	2.45AM	4.00PM	9.00AM	12.40AM	7.55PM	6.45PM	12.20PM	324.5	DN-R	4.8	CS	459.5	2.55AM	9.05AM	10.30AM	5.25PM			2.45PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			117.3			Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily			
	(8.45) 13.4	(8.40) 13.5	(8.15) 14.2	(3.30) 33.5	(3.25) 34.3	(3.35) 32.7	(4.35) 25.6		Time				(3.35) 32.7	(3.26) 34.1	(3.26) 34.1	(4.20) 27.1			(6.10) 19.0			
	Average Speed Per Hour.....																					
	Mountain Time																					

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

		WESTWARD				CEDAR CITY BRANCH								EASTWARD						
Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS				Distance from Llund	Time Table No. 71 November 14, 1926								Distance from Cedar City	SECOND CLASS					
						103	STATIONS								104					
						Mixed									Mixed					
	Leave Daily				Leave Daily									Arrive Daily						
YFWP					9.10AM	0.0	DN-R	LUND	UN	32.5					8.15PM					
1721					f 9.30	9.4		9.4		23.1					f 7.50					
4223 WOY					s 10.05	21.0	D	AVON	GS	11.5					s 7.25					
1227					f 10.13	25.2		4.2		7.3					f 7.04					
					f 10.22	30.3		5.1		2.2					f 6.53					
1449 Loop W					10.30AM	32.5	D-R	2.2	(Spur)	0.0					6.45PM					
					Arrive Daily			32.5		0.0					Leave Daily					
					(1.20) 24.4		Time			(1.30) 21.6										
	Average Speed Per Hour.....																			

Eastward trains are superior to trains of the same class in the opposite direction. (See Rule 72).
Cedar City loop switch will be left lined for Westward trains. All trains reduce speed to ten (10) miles per hour over Cedar City loop.

Westward—EUREKA BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time Table No. 71 November 14, 1926			Distance from Eureka	FIRST CLASS		
	507 Passenger	501 Passenger		STATIONS				502 Passenger	506 Passenger	510 Passenger
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily				
POWZY		10.23AM	0.0	DN-R	TINTIC	U	3.6			1.18PM
	11.35AM		0.8		TINTIC WYE		2.8		11.19AM	
	11.39	10.31	1.6		MAMMOTH JCT.		2.0	10.56AM	11.15AM	1.10
295	11.49AM	10.41AM	3.6	D	EUREKA	RK	0.0	10.46AM		1.00PM
	Arrive Daily	Arrive Daily					3.6	Leave Daily	Leave Daily	Leave Daily
	(0.14) 12.0	(0.18) 12.0		Time				(0.10) 12.0	(0.4) 12.0	(0.18) 12.0
	Average Speed Per Hour.....									

Westward—SILVER CITY BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time Table No. 71 November 14, 1926			Distance from Silver City	FIRST CLASS		
	505 Passenger			STATIONS				508 Passenger		
	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		
POWZY			0.0	DN-R	TINTIC	U	2.4			
	11.19AM		0.8		TINTIC WYE		1.6	11.35AM		
	11.27AM		2.4	D	SILVER CITY	SY	0.0	11.27AM		
	Arrive Daily						2.4		Leave Daily	
	(0.8) 12.0			Time				(0.8) 12.0		
	Average Speed Per Hour.....									

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

Westward—MAMMOTH BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	DENVER & RIO GRANDE WESTERN		L. A. & S. L.		Distance from Mammoth Junc.	Time Table No. 71 November 14, 1926			Distance from Mammoth	L. A. & S. L.		DENVER & RIO GRANDE WESTERN	
	SECOND CLASS	FIRST CLASS	FIRST CLASS			STATIONS				FIRST CLASS	FIRST CLASS	SECOND CLASS	
	434 Mixed	414 Passenger	412 Passenger	503 Passenger		504 Passenger	413 Passenger	415 Passenger		435 Mixed			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
				10.56AM	0.0								
	Joint	Time	Table of	the D. & R. G. W. R. governs									
	12.20PM	8.00PM	7.20AM	10.59	0.8	L.A. & S.L. & D. & R.G.W. CROSSING	0.8	11.12	7.30AM	8.10PM	12.45PM		
W	12.30PM	8.05PM	7.25AM	11.04AM	1.6	D MAMMOTH MO	0.0	11.07AM	7.25AM	8.05PM	12.35PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				1.6	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
	(0.10) 4.8	(0.5) 9.6	(0.5) 9.6	(0.8) 12.0		Time			(0.5) 12.0	(0.5) 9.6	(0.5) 9.6	(0.10) 4.8	
	Average Speed Per Hour.....												

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

EXCEPTIONS—No. 503 is superior to No. 504.

SPECIAL INSTRUCTIONS governing use of Joint track between L. A. & S. L. and D. & R. G. W. crossing and Mammoth:
SUPERIORITY OF TRAINS—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. No switching must 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, unless switch below is thrown for side track.

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

Total weight of trains, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the Stations shown, under favorable weather conditions. (A deduction of ten (10) per cent may be made for time freight trains.)

Classification	Engine Numbers	RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS																				
		Salt Lake to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Urada	Urada to Crestline	Crestline to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boniler	Boniler to Salt Lake	Salt Lake to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl	Lynndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake
P77 ²² / ₂₈ 150	3150 to 3175	1250	800	3000	1250	1500	800	2000	400	600	2000	1250	800	1250	700	1350	700	1350	900	1350	700	1500
P77 ²⁵ / ₂₈ 172	3176 to 3181	1500	1100	3000	1500	1800	1000	2000	500	700	2000	1500	1100	1500	900	1500	900	1600	1000	1450	800	1650
C57 ²² / ₃₀ 198S	6009 to 6086	3300	1550	3700	2000	2160	1430	3800	700	1000	3000	2100	1550	2030	1280	1900	1430	2160	1600	2050	1250	2050
MK 63 ²⁶ / ₂₈ 214S	2700 to 2715 2726 to 2735	3900	1800	4350	2400	2560	1660	4400	800	1142	3500	2500	1800	2400	1480	2200	1660	2560	1800	2590	1400	2590
MT 73 ²⁹ / ₂₈ 230S	7850 to 7869	4500	2000	5000	2600	2800	1900	5000	900	1285	3800	2700	1950	2700	1680	2350	1900	2900	2000	3000	1600	3000
TTT 63 ²⁹ / ₃₀ 290S	5500 to 5525	5900	2500	6600	3500	3800	2350	6600	1132	1516	4500	3800	2500	3500	2250	2850	2350	3800	2500	3800	1900	3800
FTT ²⁵ / ₃₀ ²⁵ / ₂₈ 289SD	8800 to 8809	6400	2800	7100	3900	4200	2670	7100	1400	1820	5000	4300	3000	3800	2500	3150	2670	4200	2670	4200	2200	4300
MC 57 ²⁶ / ₃₂ ⁴¹ / ₃₂ 464SD	3615 to 3619																					

EXPLANATION

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

Example:—Consolidated engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 190,000 pounds on Drivers:

C-57 ²²/₃₀ 190

Westward—FAIRFIELD BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Outlier	Time Table No. 71 November 14, 1926		Distance from Toplift
		STATIONS		
3,705 PFWY	0.0	DN	CUTLER JN	29.3
	1.9		1.9 S. L. & U. CROSSING	27.4
	2.6		0.7 ROBERTS (Spur)	26.7
	4.9		2.3 CLINTON	24.4
	7.2		2.3 WEBB	22.1
901 W	15.2		8.0 CEDAR FORT	14.1
1,231	20.3		5.1 FAIRFIELD	9.0
1,025	23.6		3.3 5 MILE PASS	5.7
2,024 PYW	29.3		5.7 TOPLIFF	0.0
			29.3	

Westward—PIOCHE BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS	Distance from Caliente	Time Table No. 71 November 14, 1926		Distance from Pioche	SECOND CLASS
	401 Mixed Leave Daily Ex. Sunday		STATIONS			402 Mixed Arrive Daily Ex. Sunday
PWFTY	9.50AM	0.0	DN-R	CALIENTE CS	32.7	4.20PM
f		6.0		6.0 PECK	26.7	f
109		11.9		5.9 COMBT (Spur)	20.8	f
1,492	s 11.03	14.5		2.6 PANACA	18.2	s 3.07
		20.4		5.9 WATER TANK	12.3	
1,051	s 11.38AM	21.4		1.0 DELMUES	11.3	s 2.32
737 WY	12.35PM	32.7	D	11.3 PIOCHE RM	0.0	1.35PM
	Arrive Daily Ex. Sunday			32.7		Leave Daily Ex. Sunday
(2.45) 11.9	Time	Average Speed Per Hour		Time		(2.45) 11.9

Westward—FRISCO BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS	Distance from Milford	Time Table No. 71 November 14, 1926		Distance from Newhouse	SECOND CLASS
	301 Mixed Arrive Wednesday and Saturday		STATIONS			302 Mixed Arrive Wednesday and Saturday
POWFTY	9.45AM	0.0	DN-R	MILFORD FD	23.5	3.10PM
357		2.0		2.0 MOSCOW (Spur)	21.5	
6,140	f 10.16	6.2		4.2 HICKORY (Spur)	17.3	f 2.39
658	f 10.35	9.9		3.7 SOLUS	13.6	f 2.20
388	11.35AM	16.9	D	7.0 FRISCO CO	6.6	1.45PM
301 Y		23.5		6.6 NEWHOUSE	0.0	
	Arrive Wednesday and Saturday			23.5		Leave Wednesday and Saturday
(1.50) 9.2	Time	Average Speed Per Hour		Time		(1.25) 11.9

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

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

SPECIAL RULES

SALT LAKE DIVISION.

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

R. V. Owens, General Supervisor of Time Service.....Omaha
Salt Lake CityHubbard-Denn Company
Salt Lake CityH. B. Miller Company
ProvoG. H. Heindselman
LehiE. N. Webb
MilfordR. Bellingmo
Cedar CityW. H. Gordon

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

North YardTelegraph Office
North YardEngine Dispatcher's Office
Salt Lake CityUnion Depot Telegraph Office
Salt Lake CityDispatcher's Office
TinticTelegraph Office
LynnndylTelegraph Office
MilfordDispatcher's Office
MilfordTelegraph Office
LundTelegraph Office
CalienteTelegraph Office
Cedar CityTelegraph Office
ProvoJoint Yard Telegraph Office
CutlerTelegraph Office
SandyTelegraph Office

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

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 switch 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.

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

TRAIN	STOPS	PASSENGERS FOR
25	Warner	Points west of Tintic at which train is scheduled to stop
25	St. John	Points west of Tintic at which train is scheduled to stop
25	Beryl	California
27	Tintic	California
27	Delta	California
27	Lund	California
28	Tintic	Cheyenne and points east.
ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS.		
TRAIN	STOPS	PASSENGERS FROM
26	Beryl	California
26	St. John	West of Tintic
26	Warner	West of Tintic
27	Tintic	Cheyenne and points east.
28	Lund	California
28	Delta	California
28	Tintic	California

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

83 (E). When a train has an order to meet an extra, or when an opposing extra has right over such train, it must see the extra or have the order annulled.

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

83 (S). Nos. 51-52-501 and 510 only will register at Tintic.
Nos. 53-54-55-56-57-58-59 and 60 only will register at Wye.
First class trains may register at Buena Vista by ticket Form 2642 when operator is on duty. This does not relieve crews from knowing that all superior trains have arrived or left.
No. 71 and No. 72 only will register at Delta.
Cedar City Branch trains only will register at Lund.

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

North Yard	Tintic	Caliente	Toplift
Salt Lake City	Lynnndyl	Sandy	Fillmore
Buena Vista	Delta	Mount	Iron Springs
Garfield	Milford	Cutler	Cedar City
Lake Point	Lund	Provo	Pioche
Warner	Modena	Payson	
Stockton	Crestline	Nephi	

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 four hundred 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 are adopted, such stops shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this act, shall be deemed guilty of a misdemeanor and the corporation shall be liable for all damages which any person may sustain by reason of such neglect."

98 (S). 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. 766.8)	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 (M.P. 0.8)	D. & R.G.W.	D. & R.G.W.	
Cutler (M.P. 27.4)	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. 752.3)	D. & R.G.W.	D. & R.G.W.	Interlocking Plant
Ironton (M.P. 752.3)	S. L. & U.	S. L. & U.	Interlocking Plant

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. Westbound main track.

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

SPECIAL RULES—Continued

101 (E). When a train encounters any dangerous defect 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.

104 (R). Switches will be set normally—

- At Tintic Wye for Eureka Branch—Silver City main line.
- At Pioche Wye switch for Prince Con. Mine R. R.
- At Crestline Wye switch for East leg of Wye.
- At Provo, switch leading to Ironton, for Ironton Spur.

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

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psg.	Frt.	
At any point	50	35	
At any point		35	Light Engines with or without Caboose.
At any point	20	20	Engines backing up with or without cars.
At any point on curved track		20	Locomotive wrecking cranes
At any point on tangent track		30	Locomotive wrecking cranes
Islen to Minto	30	20	
Islen to Minto	12	12	Light engines backing up.
Islen to Minto	24	24	Light engines moving forward.
At any point	45		With Mikado type engines.
At any point	40		With Consolidated type engines.
Through tunnels	20	20	
Within Yard Limits	30	15	Speed must be as much slower as rules or conditions may require.
Between Caliente and Tomas	20	20	On curves indicated by curve-warning signs.
Through Interlocking Plants	30	30	Where no other speed restriction is designated.
Between Lynndyl and Juab	40		
Between Juab and Provo	45		
Between Provo and Sandy	50		
Between Lynndyl and Juab		25	With Two-ten-two type engines.
Provo Subdivision	20	20	On curves indicated by curve-warning signs.
Pioche Branch	12	12	
Cedar City Branch	35	30	
Frisco Branch	12	12	
Delta Branch	12	12	
Eureka Branch	12	12	
Mammoth Branch	12	12	
Silver City Branch	12	12	
Fairfield Branch	30	30	
Fillmore Branch	35	25	
Eureka	6	6	Within City Limits.
Nephi	15	15	Within City Limits.
Provo	8	8	Within City Limits.
Pleasant Grove	8	8	Within City Limits.
American Fork	8	8	Within City Limits.
Lehi	8	8	Within City Limits.
Sandy	8	8	Within City Limits.

Passenger trains, freight trains and light engines will consume not less than the number of minutes indicated, between the points shown below.

	Passenger Trains	Freight Trains	Light Engines
Islen to Minto	19 mins.	21 mins.	19 mins.

221 (F). At all stations where the 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 the cause of stop signal has been ascertained.

509 (E). Relative to Rule 509 (B), the 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 at "stop" position, 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) will be given before the train proceeds.

When a home block signal displays stop indication due to switch being set to permit train to enter siding and Enginemen 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 home block signal, upon receiving proper signal from trainman or switch tender.

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "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.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at
At all stations.....	Mail cranes	Side
Fourth Subdivision:		
M. P. 462.8	Tunnel No. 11.....	Top and Side.
M. P. 463.3	Tunnel No. 12.....	Top and Side.
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. 487.9	Tunnel No. 18.....	Top and 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.

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 term passes issued in favor of officers and employees, unless endorsed otherwise and trip passes in favor of employees when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employees 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 public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when a train or engine is passing on a siding or main track. When there is ample track room, crossings must be cut so as to leave an open space of 100 feet each side of the crossing.

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

804 (R). No engine may be detached from train while in motion. When a train is stopped on a grade, a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated. See Rule 1045, Book of Operating Rules and Instructions governing Air Brakes.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 31 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 Caliente	6000 lbs.	3000 lbs.
From Caliente to Crestline	6000 "	3000 "
From Crestline to Salt Lake City	6000 "	3000 "
From Salt Lake City to Lynndyl, via Provo....	6000 "	3000 "
From Lynndyl to Salt Lake City, via Provo...	6000 "	3000 "

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

Islen	—Westward
Crestline	—Eastward and westward
Modena	—Eastward and westward
Lund	—Eastward and westward
Black Rock	—Eastward and westward
Clear Lake	—Eastward and westward
Tintic	—Eastward and westward
Stockton	—Westward
Warner	—Eastward
Nephi	—Eastward and westward
Provo	—Eastward and westward
Cutler	—Eastward and westward

824 (S). Air Brake test as per Rules 1040-1041-1042-1043, Book of Operating Rules and Instructions governing Air Brakes will be made on all trains where conditions require road train brake test.

Air brake test as per Special Rule 1044 (S) will be made on westward freight trains at Crestline.

Air brake test as per Special Rule 1044 (S) will be made on all trains at Tintic, Boulter and Mount where angle cock has been turned or hose separated.

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

824 (T). Westward freight trains will turn up retaining valves at Islen and stop at Minto and turn down retaining valves.

SPECIAL RULES—Continued

SALT LAKE DIVISION.

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:

PLACE	NAME	TITLE
Los Angeles	Guy Cochran	Chief Surgeon
Los Angeles	Phillip Stephens	Assistant Chief Surgeon
Salt Lake City	A. J. Hosmer	Division Surgeon
Salt Lake City	A. J. Murphy	Assistant Div. Surgeon
Salt Lake City	J. O. Evans	Assistant Surgeon
Salt Lake City	E. F. Root	Consultant
Salt Lake City	G. B. Pfoutz	Oculist
Salt Lake City	E. A. Tripp	Dentist
Tooele	J. A. Phipps	Assistant Surgeon
Ophir	Z. G. Logan	Assistant Surgeon
Eureka	D. E. Ostler	Assistant Surgeon
Mammoth	Steele Bailey, Jr.	Assistant Surgeon
Tintic	E. J. Howell	Assistant Surgeon
Lynndyl	F. E. Estes	Assistant Surgeon
Delta	W. H. Wright	Assistant Surgeon
Milford	H. C. Hunter	Assistant Surgeon
Caliente	W. W. Stockham	Assistant Surgeon
Lehi	F. W. Worlton	Assistant Surgeon
American Fork	J. F. Noyes	Assistant Surgeon
Pleasant Grove	O. E. Grua	Assistant Surgeon
Provo	Fred R. Taylor	Assistant Surgeon
Provo	L. W. Oaks	Assistant Oculist
Provo	G. H. Merrill	Assistant Oculist
Provo	V. R. Greenwood	Consulting Dentist
Payson	G. E. Christenson	Assistant Surgeon
Payson	L. D. Stewart	Alternate Surgeon
Nephi	T. W. Allred	Assistant Surgeon
Nephi	F. H. Beckstead	Assistant Surgeon
Cedar City	M. J. MacFarlane	Assistant Surgeon
Cedar City	T. W. Bergstrom	Alternate Surgeon
Pioche	T. D. S. McCall	Assistant Surgeon

865 (A). Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe cars, flat or gondola cars, nor next to cars loaded with pipe, lumber, iron, steel or similar articles liable to break through end of placarded car, nor next to cars containing lighted heaters, stoves or lanterns. In through trains they must be placed near the middle of the train at least 15 cars from the engine and at least 10 cars from the caboose if the length of the train will permit. In local trains in order to avoid unnecessary switching at stations, they may be placed not less than one car length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable," if possible, must be placed in trains at least 5 cars from the engine and 5 cars from the caboose, but must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe or anything which is liable to shift. When length of train does not permit of this, they must be placed as near the middle of train as practicable. Cars placarded "Inflammable" or "Chlorine Gas" must not be placed next to a car placarded "Explosives."

When placards become detached or are lost in transit, employe in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and enginemen, yardmasters, agents or other employes who in any way handle or care for explosives and other dangerous articles, must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

On account of danger of fire from sparks and other causes, cars loaded with commodities shown in list following, must be placed at least 10 cars behind the engine:

Alfalfa Meal	Oil	Sewing Machines	Silk
Pianos	Emigrant Movables	Paint	Wagons
Hay and Straw	Furniture	Wool	Oakum
Vehicles	Hemp, Jute and	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

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

- 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."

Livestock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, enginewood, 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.

Cars with drawbars out, not containing perishable freight or livestock, must not be handled in revenue trains, but must be set out at first sidetrack, except when a car has drawbar out of one end and can be handled in rear of train by good drawbar on the other end, it may be taken to nearest repair point.

877 (A). Enginemen must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection 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 prescribed by Rule 1041, Book of Operating Rules and Instructions governing Air Brakes.

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 five head retaining valves and every third one throughout the train.

More than 35 tons per car or less than 50 tons per car, use five head retaining valves and every other one throughout the train.

More than 50 tons per car use all retaining valves. To ascertain average number tons per car in train, divide tonnage in train by the total number of cars being handled.

Retaining valves must be used on all trains Pioche to Mile Post 30 and Mile Post 27 to Mile Post 22, Pioche branch, Frisco to Milford, Frisco to Newhouse, Eureka to Tintic, Mammoth to Mammoth Junction and Silver City to Tintic. On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as per Rule 1053.

888 (A). While passing through cities and towns, 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.

896 (R). Two-ten-two type, Mountain type or Mikado type engines will not be run on Pioche, Frisco, Delta, Eureka, Mammoth, Silver City and Fairfield Branches.

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 whistle 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.

1044 (R). Before a train is operated down a grade requiring the use of retainer valves it must be known that they are in such condition that the speed of the train can be safely controlled by the enginemen.

1044 (S). When standard brake pipe pressure is obtained, enginemen will, upon proper request or signal, make a service reduction of 20-pounds. When the trainman at the rear car sees rear brake apply he will signal release. The train must not proceed until the brakes are released on the rear car, and brake pipe charged to standard pressure. If the train has been delayed 30 minutes or more the above test will be repeated before leaving.

1059 (A). Trainmen must inspect carefully at every opportunity to discover leaks, improper piston travel, stuck brakes, defective carrier irons, brake beams, levers and rods down or liable to fall, and for other defects, and must take such action as will insure safe handling.

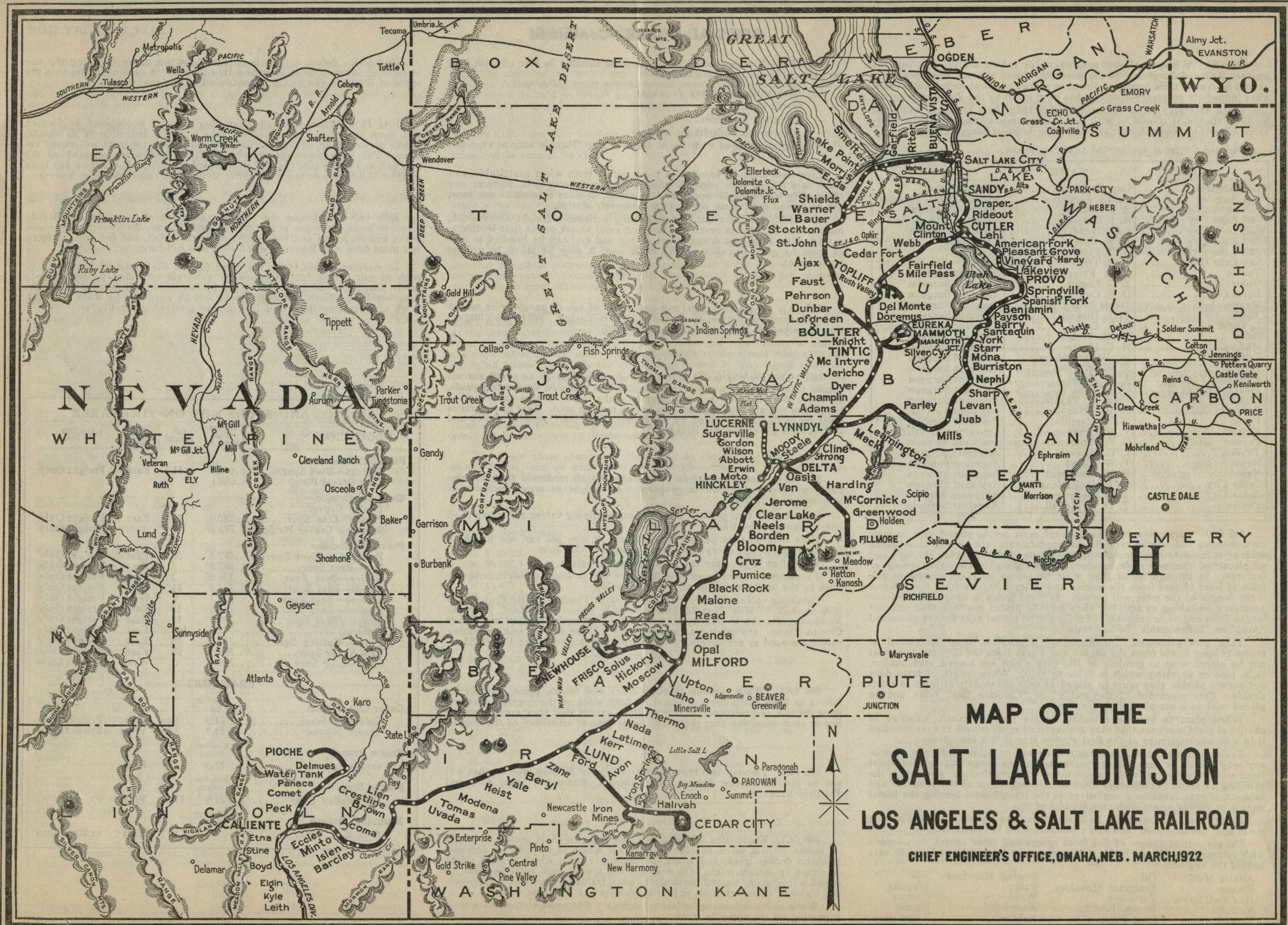
In starting freight trains the speed for the first train length should be such as will permit full inspection by the train crew and permit them to safely board the train, and should not be increased until proceed signal has been received. Train and engine men will be governed by Rule 1070 (A), Book of Operating Rules and Instructions governing Air Brakes.

SIDINGS AND SPURS NOT ON TIMETABLE

LOCATION	Location Miles from L.A.	Car Capacity	Switch Connections	Flag Stops For Trains
Fifth Subdivision				
Billings—Beet Spur	646.1	11	East	Freight Only
Cruz Gravel Pit	608.1			
Sixth Subdivision				
Poplar Grove				
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
Moran—Beet Spur	749.0	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

BRANCHES

Cedar City Branch				
	Miles from Lund			
Columbia Steel	21.0	50	West	Freight Only
Desert Mound	21.0	53	West	Freight Only
Frisco Branch				
	Miles from Milford			
Godbe Spur	17.6	15	East	
Pioche Branch				
	Miles from Caliente			
Dry Valley Spur	22.8	110	West	
Mammoth Branch				
	Miles from Tintic			
A. S. & R. Spur	2.7	19	East	at Mammoth



**MAP OF THE
SALT LAKE DIVISION
LOS ANGELES & SALT LAKE RAILROAD**

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MARCH, 1922