

TOOLE VALLEY RAILWAY COMPANY

Tooele Valley Railway Company

TIME TABLE NO. 14

TO TAKE EFFECT THURSDAY, OCTOBER 18, 1945
AT 7:30 A. M.

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

8	8	4	2
PAGE	PAGE	PAGE	PAGE
11:00	11:00	11:00	11:00
11:00	11:00	11:00	11:00
11:00	11:00	11:00	11:00

TOOELE VALLEY RAILWAY COMPANY

WESTWARD				TIME TABLE No. 14	EASTWARD			
7 PASS.	5 PASS.	3 PASS.	1 PASS.		2 PASS.	4 PASS.	6 PASS.	8 PASS.
ARRIVE	ARRIVE	ARRIVE	ARRIVE	STATIONS	LEAVE	LEAVE	LEAVE	LEAVE
			A	WARNER		P		
12:28 A	5:01 P	4:28 P	8:28	TOOELE (Main St.)	7:30 A	3:30	4:28 P	11:30 P
12:25	4:58	4:25	8:25	TOOELE (Depot)	7:33	3:33	4:31	11:33
12:10 A	4:43 P	4:10 P	8:10 A	INTERNATIONAL	7:48 A	3:48 P	4:43 P	11:48 P
LEAVE	LEAVE	LEAVE	LEAVE	JANUARY 1, 1941	ARRIVE	ARRIVE	ARRIVE	ARRIVE

Eastward trains are superior to trains in opposite direction.

EXCEPTION—No. 3 is superior to No. 6

SPECIAL RULES

1. Extraordinary precaution must be exercised in handling trains, and engine bell shall be kept ringing continuously, while moving within corporate limits of the City of Tooele.
2. Trains shall not exceed 15 miles per hour while passing over Middle Canyon Fill.
3. No person, except employee on duty, shall be allowed to ride on freight trains without a permit issued by the Superintendent.
4. In moving toward the main line of the Union Pacific Railroad at Warner, do not allow locomotive or cars to go over the insulated rail joints which are placed in track at the fouling point. **BLOCK SIGNALS OF THE UNION PACIFIC R. R. MUST NOT BE DISTURBED.**
5. (A) On all scheduled trains leaving International a running test of brakes must be made as soon as speed of train permits—and before starting down the hill. Test shall be made in accordance with Rule 51 of rules and regulations governing the Maintenance of Air Brake and Air Signal Equipment on Locomotives and Cars.
 (B) On other trains, before leaving International, engineer will, after maximum pressure is attained—and when train is standing, apply brakes with a 10-pound reduction, and will then signal the trainman with one blast of the whistle. Rear trainman will see brakes on rear car apply and if so he will then make a further reduction from angle cock on rear end sufficient to register on the black hand of the brake pipe gauge in cab. When engineer is satisfied by falling of brake pipe hand on air gauge that air is being applied from rear end he will sound two blasts of the whistle and rear trainman will then close angle cock and signal release brakes. Failure of brakes to release promptly indicates some obstruction preventing air flowing back through the train line and this must be remedied before train proceeds. After this test has been successfully made and maximum pressure has again been attained, train may proceed. Any car with inoperative air brake equipment must be set out.
 (C) All trains must have the air brakes on all cars in effective operating condition.
 (D) Conductor and engineer will be held responsible for knowing that train has sufficient braking power to safely control it.

NOTE: Rules and Regulations of the American Railway Association governing the maintenance of air brake and air signal equipment on locomotive and cars, not inconsistent with Rule 5 above, will apply on the Tooele Valley Railway.

J. E. R. PHELPS,
MANAGER

J. E. TATE,
SUPERINTENDENT