

# UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 6, 1928

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. 76 May 6, 1928	Distance from First Street, Los Angeles	FIRST CLASS							SECOND CLASS
257 Freight	3 Passenger	103 Passenger	27 Passenger	7 Passenger	25 Passenger	63 Passenger	81 Passenger	28 Passenger				8 Passenger	26 Passenger	4 Passenger	104 Passenger	64 Passenger	82 Passenger	256 Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
7.00AM	11.35PM	9.30PM	2.55PM	10.50AM	8.15AM	7.30AM	7.10AM	0.0	<b>SALT LAKE CITY</b>	784.0	12.15PM	5.30PM	8.40PM	4.55AM	6.30AM	4.35PM	9.05PM	1.00PM	
							9.05	47.3	PROVO	752.7							7.20		
							10.22AM	89.2	NEPHI	710.8							6.01		
8.25	12.20AM	10.04	3.24	11.21	8.46	8.03		15.7	GARFIELD	768.3	11.38AM	4.57	8.00	4.18	5.54	4.04		11.45AM	
10.25AM	1.02	10.41PM	3.58	11.55AM	9.20	8.50		35.8	WARNER	748.2	11.04	4.26	7.17	3.45	5.10	3.15		10.25	
2.30PM	2.45	12.15AM	5.42	1.16PM	10.53	10.22AM		85.4	TINTIC	698.6	9.40	3.08	5.42	2.10	3.35	1.55PM		6.45	
5.30	3.55	1.30	6.35	2.12	11.57AM		12.05PM	118.1	LYNNDYL	665.9	8.44	2.14	4.40	12.55AM	2.25		4.40PM	3.45AM	
9.04	6.20	3.21	8.15	3.56	1.50PM			184.6	BLACK ROCK	599.4	7.02	12.34	2.51	10.40PM	12.04AM			11.30PM	
11.30PM	7.50	4.10	9.05	4.42	2.45			207.2	MILFORD	576.8	6.27	12.02PM	2.10	10.00	11.20PM			10.20	
1.10AM	9.00	5.40	10.05	5.34	3.38			242.6	LUND	541.4	5.28	11.04AM	1.02	8.30	10.10			7.35	
		7.00AM						275.1	GEDAR CITY	573.9					8.30PM				
3.10	9.58		10.53	6.20	4.29			274.2	MODENA	509.8	4.42	10.22	12.15PM	7.30				6.20	
6.40	11.50AM		11.50PM	7.15	5.25			324.5	CALIENTE	459.5	2.55AM	8.40	10.30AM	5.30				2.45PM	
11.15AM	3.05PM		2.10AM	9.28	7.40			400.5	MOAPA	388.5	10.54PM	4.59	6.34	12.51PM				7.35AM	
3.50PM	5.30		3.40	10.50PM	9.05PM			449.8	LAS VEGAS	334.2	9.35	3.50	5.20	11.25AM				5.30AM	
11.15PM	9.25PM		6.50	1.48AM	12.35AM			548.5	KELSO	235.5	6.20	12.58AM	1.55AM	7.35				10.10PM	
5.10AM	12.20AM		8.45	3.45	2.45			620.8	YERMO	163.2	4.25	11.17PM	11.45PM	4.55				6.00	
6.00AM	1.00		9.20AM	4.15	3.20			634.2	BARSTOW	149.8	3.50	10.45	11.10	4.20				3.50PM	
12.15PM	4.10		12.03PM	6.45	6.10			715.3	SAN BERNARDINO	67.3	1.20	8.05	8.25	1.40				9.00AM	
1.00	4.20		12.13	6.53	6.20			719.0	COLTON	64.3	1.03	7.49	8.06	1.20				7.00	
1.40	4.40		12.30	7.10	6.35			725.8	RIVERSIDE	57.5	12.50	7.37	7.55	1.05				4.40	
3.25	5.39		1.21	7.59	7.22			751.3	POMONA	32.0	12.05PM	6.58	7.14	12.12AM				3.20	
6.00PM	7.00AM		2.30PM	9.10AM	8.30AM			783.9	<b>LOS ANGELES</b>	0.0	11.00AM	6.00PM	6.05PM	11.00PM				2.00AM	
Arrive Daily	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	Leave Daily	

(60.00)	(32.25)	(9.30)	(24.35)	(23.20)	(25.15)	(2.52)	(4.55)	.....Time.....	(24.15)	(22.30)	(25.35)	(28.55)	(10.00)	(2.40)	(4.25)	(58.00)
13.0	24.2	28.9	31.9	33.6	31.0	29.7	27.1	.....Average Speed Per Hour.....	32.3	34.8	30.6	27.1	27.5	32.1	30.3	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
- C. F. MATTINGLY, 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:**

<b>SALT LAKE DIVISION</b>	
Main Line .....	459.5
Branches .....	188.9
Total .....	648.4
<b>LOS ANGELES DIVISION</b>	
Main Line .....	462.8
Branches .....	107.0
Total .....	569.8
<b>GRAND TOTAL</b>	
Main Line .....	922.3
Branches .....	259.9
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, Seats, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
	95 Freight		93 Freight		81 Passenger				82 Passenger				94 Freight		96 Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Time	Table	of the	Distance from Salt Lake City	Time Table No. 76 May 6, 1928	Distance from Los Angeles	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	
WFYOTP			9.05 PM		7.10 AM				0.0	DN-R SALT LAKE CITY VN-C	800.0	9.05 PM				
			10.30 PM		7.45 AM				12.6	DN-R SANDY BR	787.4	8.30 PM				
			Joint		7.45 AM				12.6	DN-R SANDY BR	787.4	8.30 PM				
			10.40 PM		7.55 AM				17.1	D DRAPER A	782.9	8.19				
2,650 PW			11.00		8.08 AM				22.0	RIDEOUT (Spur)	778.0	8.07				
P					8.18 AM				24.5	MOUNT	775.5	8.07				
3,655 West 3,453 East P			11.20		8.22 AM				29.0	DN CUTLER JN	771.0	7.58				
3,503 FWYP			11.45 PM		8.29 AM				30.5	D LEHI HI	769.5	7.54				
1,697 P			12.01 AM		8.38 AM				33.5	D AMERICAN FORK AF	766.5	7.47				
2,245 P			12.15						34.0	S. L. & U. CROSSING	766.0					
I									36.5	D PLEASANT GROVE GO	763.5	7.39				
3,702 P			12.30						38.2	HARDY (Spur)	761.8					
1,379									40.9	VINEYARD	759.1	f				
807									42.6	LAKEVIEW	757.4	f 7.30				
3,708 P			12.45						42.7	D. & R. G. W. CROSSING	757.3					
									47.3	DN-R PROVO VO UR	752.7	s 7.20				
FWPOTY			7.30 AM	1.15 AM	9.05 AM				52.0	SPRINGVILLE	748.0	f 7.06				
730 P			7.40		9.13 AM				55.6	D SPANISH FORK SF	744.4	s 7.00				
1,601 P			8.00		9.20 AM				58.4	BENJAMIN	741.6	f 6.54				
2,702 P			8.10		9.25 AM				63.2	D PAYSON CN	736.8	s 6.47				
2,647 PWOY			8.30		9.33 AM				67.4	BARRY	732.6	f 6.39				
545					9.40 AM				69.3	SANTAQUIN	730.7	f 6.36				
2,686 P			9.00		9.44 AM				72.0	YORK	728.0	f 6.30				
1,431 P			9.25		9.50 AM				78.0	STARR	722.0	f 6.21				
2,605 PW			9.40		9.59 AM				81.6	MONA	718.4	s 6.14				
827					10.05 AM				83.3	BURRISTON	716.7	f 6.11				
2,214 P			10.08		10.08 AM				89.2	D NEPHI NI	710.8	s 6.01				
2,650 PWY			10.50		10.22 AM				96.4	SHARP	708.6	f 5.46				
2,712 P			11.10		10.33 AM				101.0	LEVAN (Spur)	699.0	f 5.38				
290					10.40 AM				103.7	D JUAB JA	696.3	s 5.33				
2,679 PW			11.30		10.47 AM				110.7	MILLS	689.3	f 5.21				
2,636 P			11.50 AM		10.58 AM				118.9	PARLEY	681.1	f 5.07				
1,310 P			12.20 PM		11.13 AM				128.7	LEAMINGTON	671.3	s 4.50				
1,496 P			12.50		11.31 AM				131.1	MACK (Spur)	668.9					
211									134.1	DN-R LYNN DYL NY	665.9	4.40 PM				
PFTWY			1.10 PM		11.43 AM							Leave Daily				
			Arrive Daily Ex. Sunday	Arrive Daily Except Monday	Arrive Daily								Leave Daily Except Monday	Leave Daily Except Monday		

(5.40)  
15.3

(4.10)  
11.3

(4.33)  
29.4

.....Time.....

(4.25)  
30.3

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

(5.05)  
9.3

(4.20)  
20.0

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



SIXTH SUBDIVISION—Salt Lake City and Lynndyl—EASTWARD

Time Table No. 76 May 6, 1928		Distance from Los Angeles	FIRST CLASS									SECOND CLASS		
			4	104	62	28	64	66	8	26	68	70	256	254
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R	<b>NORTH YARD</b> C	783.6												
	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												
DN	<b>BUENA VISTA</b> BE	779.2										1.00PM	5.00AM	
DN-R	<b>SALT LAKE CITY</b> VN	784.0	4.55AM	6.30AM	8.46AM	12.15PM	4.35PM	5.11PM	5.30PM	8.40PM	8.45PM	12.34AM		
	1.3 EIGHTH SOUTH ST.		4.47	6.23	8.38	12.08	4.27	5.03	5.23	8.32	8.37	12.26		
			<b>Joint</b>	<b>table</b>	<b>time</b>	<b>of the</b>	<b>O. S. L.</b>	<b>R. R. and</b>	<b>L. A. &amp; S.</b>	<b>L. R. R.</b>	<b>governs</b>	<b>between</b>	<b>Salt Lake City and</b>	
			4.47	6.23	8.38	12.08PM	4.27	5.03	5.23	8.32	8.37	12.26	<b>Eighth South St.</b>	
	<b>EIGHTH SOUTH ST.</b>	782.7												
	0.2 D. & R. G. W. CROSSING	782.5												
	0.1 D. & R. G. W. CROSSING	782.4												
DN	<b>BUENA VISTA</b> BE	779.2	f 4.37	6.14	s 8.30	11.59AM	s 4.20	s 4.55	5.14	8.22	s 8.27	s 12.18	12.15PM	4.27
	5.5 RITER	773.7	f 4.27	6.04	f 8.12	11.48	f 4.12	f 4.47	5.05	8.11	f 8.18	f 12.10	11.59AM	4.14
DN	<b>GARFIELD</b> GF	768.3	s 4.18	f 5.54	s 8.03	11.38	s 4.04	s 4.39	4.57	8.00	s 8.09	s 12.02AM	11.45	4.01
	1.2 B. & G. CROSSING	767.1												
	0.3 SMELTER	766.8			s 7.59 7.40		s 4.00	s 4.35 4.05			s 8.05	s 11.59PM		
	0.8 <b>WYE</b>	766.0			7.35AM			4.00PM			8.01PM	11.40PM		
R	1.6 LAKE POINT	764.4	f 4.10	5.46		11.30	f 3.48		4.51	7.52			11.30	3.45
	3.9 MORRIS	760.5	f 4.03	5.37		11.22	f 3.37		4.44	7.43			11.05	3.35
	4.1 ERDA	756.4	f 3.57	5.28		11.16	f 3.28		4.38	7.34			10.50	3.25
	4.1 SHIELDS	752.3	f 3.51	5.19		11.10	f 3.21		4.32	7.25			10.40	3.15
D	<b>WARNER</b> DU	748.2	s 3.45	f 5.10		11.04	s 3.15		4.26	7.17			10.25	3.05
	3.4 BAUER	744.8					f							
DN	<b>STOCKTON</b> KN	742.6	f 3.34	f 4.58		10.55	s 3.05		4.17	7.06			10.05	2.40
	6.5 <b>ST. JOHN</b> SJ	736.1	f 3.22	4.46		10.45	s 2.54		4.07	6.54			9.42 9.07	2.20
	6.9 AJAX	729.2	f 3.12	4.35		10.35	f 2.44		3.57	6.43			8.48	2.05
D	5.9 <b>FAUST</b> F	723.3	f 3.03	4.25		10.25	s 2.35		3.48	6.32			8.30	1.52
	6.1 PEHRSON	717.2	f 2.53	4.15		10.14	f 2.25		3.38	6.21			8.10	1.12
	3.1 DUNBAR	714.1	f 2.47	4.08		10.08	f 2.20		3.33	6.14			7.58	1.03
	4.2 LOFGREEN	709.9	f 2.40	4.00		10.02	f 2.13		3.27	6.07			7.45	12.53
	5.7 BOULTER	704.2	f 2.30	3.50		9.50	f 2.04		3.18	5.56			7.25	12.40
	3.6 KNIGHT (Spur)	700.6					f							
DN-R	<b>TINTIC</b> U	698.6	s 2.10	s 3.35		9.40	1.55PM		3.08	f 5.42			6.45	12.15AM
	6.7 McINTYRE	691.9	f 1.47	3.23		9.28			2.56	5.26			6.00	11.30PM
	6.6 JERICHO	685.3	f 1.34	3.10		9.17			2.45	5.14			5.30	11.05
	5.8 DYER	679.5	f 1.21	2.54		9.07			2.36	5.03			4.58	10.42
	4.5 CHAMPLIN	675.0	f 1.14	2.45		9.00			2.29	4.56			4.35	10.30
	4.0 ADAMS	671.0	f 1.07	2.36		8.54			2.23	4.49			4.10	10.18
DN-R	<b>LYNNDYL</b> NY	665.9	12.55AM	2.25AM		8.44AM			2.14PM	4.40PM			3.45AM	10.00PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Automatic Block Signals

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

(4.00)	(4.05)	(1.11)	(3.31)	(2.40)	(1.11)	(3.16)	(4.00)	(0.44)	(0.54)	(9.15)	(7.00)
29.5	28.9	15.2	33.7	32.1	15.	36.1	29.5	24.5	20.0	12.7	16.8

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 61 is superior to No. 62. No. 65 is superior to No. 66. No. 67 is superior to No. 68. No. 69 is superior to No. 70. No. 62 and No. 66 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

WESTWARD

FIFTH SUBDIVISION—Lynndyl and Milford

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. 76 May 6, 1928	Distance from Los Angeles	FIRST CLASS				SECOND CLASS			
	257	261	27	7	81	25	3	103				28	8	82	26	4	104	254	256
	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PTW FY	5.30PM	10.50AM	6.35PM	2.12PM	12.05PM	11.57AM	3.55AM	1.30AM	118.1	DN-R LYNN DY L NY	665.9	8.39AM	2.09PM	3.50PM	4.35PM	12.45AM	2.10AM	9.20PM	3.00AM
3,507 P	5.45	11.05	6.45	2.21	f 12.14	12.06PM	f 4.05	1.40	123.7	5.6 CLINE	660.3	8.29	1.59	f 3.40	4.25	f 12.33	1.59	9.05	2.43
2,577 P	5.55	11.15	6.52	2.27	f 12.21	12.13	f 4.13	1.51	128.5	4.8 STRONG	655.5	8.22	1.53	f 3.32	4.18	f 12.25	1.51	8.55	2.30
2,448 4,679 PWY	6.12	11.33	7.02	2.37	12.32PM	s 12.23	s 4.35	f 2.03	134.6	6.1 DN-R DELTA AK	649.4	8.13	1.45	3.20PM	s 4.08	s 12.15AM	f 1.36	8.42	2.03
3,628 PY	6.23	11.45	7.11	2.44		f 12.32	s 4.48	f 2.12	139.6	5.0 DN OASIS S	644.4	8.05	1.36		f 3.58	s 11.57PM	f 1.25	8.27	1.40
4,596 P	6.33	11.55AM	7.17	2.50		12.38	f 4.55	2.18	144.1	4.5 VAN	639.9	7.58	1.30		3.50	f 11.45	1.16	8.15	1.27
3,620 P	6.42	12.05PM	7.23	2.56		12.44	f 5.01	2.24	148.5	4.4 JEROME	635.5	7.52	1.24		3.44	f 11.39	1.09	8.05	1.19
3,987 PW	7.02	12.25	7.29	3.02		f 12.53	s 5.12	2.32	153.0	4.5 DN CLEAR LAKE CK	631.0	7.45	1.18		f 3.38	s 11.32	1.01	7.55	1.01
4,572 P	<b>7.36</b>	<b>1.09</b>	<b>7.36</b>	3.10			f 5.22	2.40	158.1	5.1 NEELS	625.9	7.38	<b>1.09</b>		3.30	f 11.23	12.52	<b>7.36</b>	12.35
4,589 P	8.00	1.30	7.43	<b>3.23</b>			f 5.32	2.48	163.0	4.9 BORDEN	621.0	7.31	1.01		<b>3.23</b>	f 11.16	12.43	7.12	12.23
3,628 P	8.20	1.50	7.53	3.34			f 5.43	2.57	169.4	6.4 BLOOM	614.6	7.23	12.53		3.12	f 11.06	12.32	6.55	12.06AM
4,538 P	8.34	2.10	8.01	3.42			f 5.53	3.05	174.4	5.0 CRUZ	609.6	7.16	12.47		3.05	f 10.57	12.23	6.40	11.54PM
4,506 P	8.46	2.25	8.08	3.49			f 6.02	3.12	179.4	5.0 PUMICE	604.6	7.09	12.41		2.58	f 10.49	12.14	6.25	11.42
4,582 PW	9.00	<b>2.51</b>	8.15	3.56			f 1.50	s 6.20	184.6	5.2 DN BLACK ROCK KO	599.4	7.02	12.34		f 2.51	s 10.40	f 12.04AM	6.10	11.30
4,492 P	9.15	3.10	8.24	4.05			f 6.32	3.30	189.3	4.7 MALONE	594.7	6.55	12.27		2.42	f 10.29	11.51PM	5.45	11.10
3,000 P	9.25	3.22	8.32	4.12			f 6.48	3.38	194.3	5.0 READ	589.7	<b>6.48</b>	12.20		2.35	f 10.21	11.43	5.35	10.56
4,551 P	9.35	3.32	8.39	4.18			f 7.00	3.45	198.9	4.6 ZENDA	585.1	6.41	12.14		2.29	f 10.14	11.36	5.25	10.45
3,588 P	9.44	3.42	8.44	4.23			f 7.08	3.51	203.0	4.1 OPAL	581.0	6.35	12.09		<b>2.20</b>	f 10.08	11.29	5.15	10.35
PFW TYO	<b>10.00PM</b>	3.55PM	8.55PM	4.32PM			2.30PM	7.20AM	207.2	4.2 DN-R MILFORD FD	576.8	6.27AM	12.02PM		2.10PM	<b>10.00PM</b>	11.20PM	5.00PM	10.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		89.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(4.30)	(5.05)	(2.20)	(2.20)	(0.27)	(2.33)	(3.25)	(2.30)	Time	(2.12)	(2.07)	(0.30)	(2.25)	(2.45)	(2.50)	(4.20)	(4.40)
19.8	17.5	33.2	38.2	36.6	34.9	26.0	35.6	Average Speed Per Hour	40.5	42.0	33.0	36.8	32.4	31.4	20.5	19.0

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

Westward—FILLMORE 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 Delta	Time Table No. 76 May 6, 1928		Distance from Fillmore	FIRST CLASS	
	81	Passenger		82	Passenger			
	Leave Daily	Arrive Daily		Arrive Daily	Leave Daily			
YWP	12.40PM	0.0	DN-R DELTA AK	32.2	3.15PM			
911	f 12.57	8.7	HARDING	23.5	f 2.58			
932	f 1.13	15.5	MCCORNICK	16.7	f 2.44			
1689	f 1.28	21.7	GREENWOOD	10.5	f 2.30			
463	f	24.8	EDWARDS (Spur)	7.4	f			
473	f	27.3	FLANDEO (Spur)	4.9	f			
1492 YW	1.50PM	32.2	D-R FILLMORE FI	0.0	2.10PM			
	Arrive Daily		32.2		Leave Daily			

(1.10)	Time	(1.05)
27.6	Average Speed Per Hour	29.7

Westward—DELTA BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Distance from Delta	Time Table No. 76 May 6, 1928		Distance from Lucerne
		STATIONS		
		Arrive Daily	Leave Daily	
2,448 4,697 PWY	0.0	DN-R DELTA AK	13.6	
776	3.3	STEELE (Spur)	10.3	
	4.6	MOODY	9.0	
629	5.2	ERWIN (Spur)	8.4	
1,355	6.7	ABBOTT (Spur)	6.9	
1,009	8.4	WILSON (Spur)	5.2	
1,003	9.3	GORDON (Spur)	4.3	
1,298	11.5	SUGARVILLE (Spur)	2.1	
Y	13.6	LUCERNE	0.0	
		13.6		

Westward—HINCKLEY BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Time Table No. 76 May 6, 1928	
	STATIONS	
	Arrive Daily	Leave Daily
		MOODY
		LAMOTO
		HINCKLEY
		3.3

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

Exceptions—No. 81 is superior to No. 82 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. 76 May 6, 1928	Distance from Los Angeles	FIRST CLASS					SECOND CLASS			
	257	261				27	7	25	3	103				28	8	26	4	104	254	256		
	Freight	Freight				Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Freight	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			
PTYPFWO	11.30PM	5.00PM				9.05PM	4.42PM	2.45PM	7.50AM	4.10AM	207.2	DN-R	MILFORD 5.1	FD	576.8	6.20AM	11.55AM	1.53PM	9.45PM	11.10PM	3.50PM	9.00PM
3,535 P	11.45	5.15				9.14	4.50	2.54	f 8.00	4.20	212.3		UPTON 5.1		571.7	6.09	11.46	1.44	f 9.34	10.58	3.35	8.45
3,618 P	11.58PM	5.28				9.22	4.57	3.01	f 8.08	4.28	217.4		LAHO 5.0		566.6	6.02	11.38	1.37	f 9.22	10.50	3.25	8.34
3,628 PW	12.10AM	5.43				9.30	5.04	3.08	f 8.16	4.36	222.4		THERMO 6.8		561.6	5.55	11.31	1.30	f 9.05	10.42	3.08	8.23
4,593 P	12.28	6.00				9.40	5.13	3.17	f 8.27	4.46	229.2		NADA 4.3		554.8	5.46	11.22	1.21	f 8.54	10.31	2.35	8.10
3,612 P	12.38	6.10				9.46	5.19	3.23	f 8.33	4.52	233.5		LATIMER 4.7		550.5	5.40	11.16	1.15	f 8.47	10.25	2.25	8.01
4,584 P	12.48	6.20				9.52	5.25	3.29	f 8.40	5.00	238.2		KERR 4.4		545.8	5.34	11.10	1.09	f 8.39	10.18	2.15	7.50
4,160 PFVY	1.10	6.45				10.05	5.34	s 3.38	s 9.00	5.10AM	242.6	DN-R	LUND 5.0	UN	541.4	5.28	11.04	s 1.02	s 8.30	10.10PM	2.05	7.35
3,624 P	1.30	7.15				10.14	5.42	3.47	f 9.09		247.6		FORD 4.9		536.4	5.19	10.57	12.52	f 8.12		1.40	7.15
2,573 P	1.45	7.35				10.20	5.49	3.54	f 9.17		252.5		ZANE 4.8		531.5	5.12	10.50	12.45	f 8.05		1.30	7.03
3,616 PW	2.00	7.57				10.26	5.56	4.01	s 9.25		257.3	D	BERYL 5.6	BY	526.7	5.05	10.44	12.38	s 7.57		1.20	6.53
3,908 P	2.20	8.15				10.33	6.03	4.08	f 9.34		262.9		YALE 5.3		521.1	4.58	10.37	12.31	f 7.48		1.10	6.42
4,563 P	2.40	8.32				10.40	6.10	4.16	f 9.42		268.2		HEIST 6.0		515.8	4.51	10.30	12.24	f 7.40		1.00	6.31
4,863 FWYP	3.10	9.00				10.53	6.20	f 4.29	s 9.58		274.2	DN	MODENA 3.9	NA	509.8	4.42	10.22	f 12.15	s 7.30		12.45	6.20
3,575 P	3.22	9.12				10.59	6.26	4.36	f 10.12		278.1		TOMAS 4.7		505.9	4.29	10.12	12.03PM	f 7.17		12.27	5.53
3,649 P	3.35	9.25				11.06	6.33	4.42	f 10.19		282.8		UVADA 3.4		501.2	4.23	10.05	11.57AM	f 7.10		12.17	5.42
2,510 P	3.47	9.37				11.12	6.39	4.48	f 10.29		286.2		LIEN 4.1		497.8	4.17	9.59	11.51	f 7.02		12.07PM	5.25
3,580 PY	4.09	10.00				11.22	6.50	4.58	f 10.42		290.3	DN	CRESTLINE 4.4	NE	493.7	4.09	9.50	11.42	f 6.50		11.42AM	4.58
2,583 P	4.27	10.15				11.30	6.57	5.06	f 10.50		294.7		BROWN 4.7		489.3	3.59	9.42	11.34	f 6.39		11.15	4.25
3,615 PW	4.45	10.32				11.40	7.07	5.16	f 11.00		299.4		ACOMA 6.0		484.6	3.49	9.33	11.24	f 6.29		11.00	4.12
3,588 P	5.02	10.50				11.52	7.17	5.26	f 11.14		305.4		BARCLAY 3.3		478.6	3.39	9.23	11.14	f 6.19		10.35	3.57
3,450 PY	5.20	11.02				11.59PM	7.25	5.34	f 11.30		308.7	DN	ISLEN 6.9	SN	475.3	3.32	9.16	11.07	f 6.12		10.25	3.45
3,340 P	5.50	11.30				12.18AM	7.44	5.53	f 11.50AM		315.6		MINTO 4.1		468.4	3.13	8.57	10.48	f 5.53		9.45	3.15
3,585 P	6.05	11.43				12.28	7.53	6.03	f 12.05PM		319.7		ECCLES 4.8		464.3	3.05	8.50	10.40	f 5.40		9.30	3.00
PFWYT	6.30AM	11.59PM				12.40AM	8.05PM	6.15PM	12.20PM		324.5	DN-R	CALIENTE 117.3	CS	459.5	2.55AM	8.40AM	10.30AM	5.30PM		9.15AM	2.45PM
	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
	(7.00) 16.7	(6.59) 16.7				(3.35) 32.7	(3.23) 34.6	(3.30) 33.5	(4.30) 26.0	(1.00) 35.4		Time	(3.25) 34.3	(3.15) 36.1	(3.23) 34.6	(4.15) 27.6	(1.00) 35.4	(6.35) 17.8	(6.15) 18.8			
												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.	FIRST CLASS					Distance from Lund	Time Table No. 76 May 6, 1928	Distance from Cedar City	FIRST CLASS												
									103	104											
									Passenger	Passenger											
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
YFWP						5.40AM	0.0	DN-R	LUND 9.4	UN	32.5	9.40PM									
1721 P						f 5.59	9.4		AVON 11.6		23.1	f 9.21									
3979 WOYP						s 6.30	21.0	D	IRON SPRINGS 4.2	GS	11.5	s 8.59									
1227 P						f 6.40	25.2		HALIVAH 5.1		7.3	f 8.48									
P						f 6.50	30.3		STOCK YARDS (Spur) 2.2		2.2	f 8.37									
1440 LoopWP						7.00AM	32.5	D-R	CEDAR CITY 32.5	CD	0.0	8.30PM									
						Arrive Daily						Leave Daily									

(1.20) 24.4 ..... Time ..... (1.10) 27.8  
 ..... 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 an 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. 76 May 6, 1928	Distance from Eureka	FIRST CLASS		
	507	501				502	506	510
	Passenger	Passenger				Passenger	Passenger	Passenger
	Leave Daily	Leave Daily		<b>STATIONS</b>		Arrive Daily	Arrive Daily	Arrive Daily
POWFO		10.25AM	0.0	DN-R TINTIC U	3.6			1.48PM
	11.38AM		0.8	TINTIC WYE	2.8		11.21AM	
	11.42	10.33	1.6	MAMMOTH JCT.	2.0	10.58AM	11.17AM	1.40
295	11.52AM	10.43AM	3.6	D EUREKA RK	0.0	10.48AM		1.30PM
	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. 76 May 6, 1928	Distance from Silver City	FIRST CLASS	
	505					508	
	Passenger					Passenger	
	Leave Daily			<b>STATIONS</b>		Arrive Daily	
POWFO			0.0	DN-R TINTIC U	2.4		
	11.21AM		0.8	TINTIC WYE	1.6	11.38AM	
	11.29AM		2.4	D SILVER CITY SY	0.0	11.30AM	
	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. 76 May 6, 1928	Distance from Mammoth	L. A. & S. L.		DENVER & RIO GRANDE WESTERN		
	SECOND CLASS	FIRST CLASS		FIRST CLASS					FIRST CLASS		FIRST CLASS		SECOND CLASS
	434	414	412	503					504	413	415	435	
	Mixed	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Mixed				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
				10.58AM	0.0	11.17AM							
	<b>Joint</b>	<b>Time</b>	<b>Table of</b>	<b>the D.&amp;R. G.W.R.R. governs</b>	<b>between L. A. &amp; S. L. &amp; D.R.G.W. Crossing and Mammoth. These figures for information only</b>								
	1.55PM	7.10PM	6.25AM	11.01	0.8	11.14	6.35AM	7.20PM	2.20PM				
	2.05PM	7.15PM	6.30AM	11.06AM	1.6	11.09AM	6.30AM	7.15PM	2.10PM				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		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	.....	(0.8) 12.0	(0.5) 9.6	(0.5) 9.6	(0.10) 4.8				
	.....			Time .....		.....							
	.....			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:  
 Trains going toward Mammoth are superior to trains of the same class coming from Mammoth.  
 Regular trains twenty (20) minutes or more late, or trains not on joint time table, can proceed only under flag protection. Switching must not be done at Mammoth within five (5) minutes of the arriving time of any train. Switching must not be done, or cars left standing on main track without engine attached.

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

Total weight of trains, exclusive of engine and tender, which the different classes of 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	Salt Lake to Lake Point	Lake Point to Tintic	Tintic to Lyndby	Lyndby to Milford	Milford to Urada	Urada to Crestline	Crestline to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lyndby	Lyndby to Boulder	Boulder to St. John	St. John to Bauer	Bauer to Salt Lake	Salt Lake to Mount	Mount to Payson	Payson to Sharp	Sharp to Lyndby	Lyndby to York	York to Cutler	Cutler to Mount	Mount to Salt Lake
		P77 22 150	3150 to 3175	1250	800	3000	1250	1500	800	2000	400	600	2000	1250	800	1250	800	1250	700	1350	700	1350	900	1350
P77 25 172	3176 to 3181	1500	1100	3000	1500	1800	1000	2000	500	700	2000	1500	1100	1500	1100	1500	900	1500	900	1600	1000	1450	800	1650
C57 22 198S	6009 to 6086	3300	1550	3700	2000	2160	1430	3800	700	1000	3000	2100	1550	3000	1550	3000	1280	1900	1430	2160	1600	2050	1250	2050
MK 63 26 214S	2700 to 2715 2726 to 2735	3900	1800	4350	2400	2560	1660	4400	800	1142	3500	2500	1800	3500	2000	3500	1480	2200	1660	2560	1800	2590	1400	2590
MT 73 29 230S	7850 to 7869	4500	2000	5000	2600	2800	1900	5000	900	1285	3800	2700	1950	3000	1950	3000	1680	2350	1900	2900	2000	3000	1600	3000
TTT 63 29 290S	5500 to 5525	5900	2500	6600	3500	3800	2350	6600	1132	1516	4500	3800	2500	4500	2700	4500	2250	2850	2350	3800	2500	3800	1900	3800
FTT 25 25 289SD	8800 to 8809	6400	2800	7100	3900	4200	2670	7100	1400	1820	5000	4300	3000	5000	3200	5000	2500	3150	2670	4200	2670	4200	2200	4300
MC 57 26 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  $\frac{22}{30}$  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 Cutler	Time Table No. 76 May 6, 1928		Distance from Toplift
		STATIONS		
3,603 PFWY	0.0	DN	CUTLER JN	29.3
	1.9		S. L. & U. CROSSING 0.7	27.4
	2.6		ROBERTS (Spur) 2.3	26.7
	4.9		CLINTON 2.3	24.4
	7.2		WEBB 8.0	22.1
901 W	15.2		CEDAR FORT 5.1	14.1
1,160	20.3		FAIRFIELD 3.3	9.0
845	23.6		5 MILE PASS 5.7	5.7
2,024 PYW	29.3		TOPLIFF 29.3	0.0

**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. 76 May 6, 1928		Distance from Pioche	SECOND CLASS
	401 Mixed Leave Daily Ex. Sunday		STATIONS			402 Mixed Arrive Daily Ex. Sunday
PWFTY	8.00AM	0.0	DN-R	CALIENTE CS	32.7	2.30PM
	f	6.0		PECK 5.9	26.7	f
109	f	11.9		COMET (Spur) 2.6	20.8	f
1,492	s 9.13	14.5		PANACA 5.9	18.2	s 1.17
		20.4		WATER TANK 1.0	12.3	
1,051	s 9.48	21.4		DELMUES 11.3	11.3	s 12.42PM
737 WY	10.45AM	32.7	D	PIOCHE RM	0.0	11.45AM
	Arrive Daily Ex. Sunday			32.7		Leave Daily Ex. Sunday
	(2.45) Time					(2.45) Time
	11.9 Average Speed Per Hour					11.9 Average Speed Per Hour

**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. 76 May 6, 1928		Distance from Newhouse	SECOND CLASS
	301 Mixed Leave Wednesday		STATIONS			302 Mixed Arrive Wednesday
POWFTY	9.45AM	0.0	DN-R	MILFORD FD	23.5	3.10PM
357		2.0		MOSCOW (Spur) 4.2	21.5	
6,140	f 10.16	6.2		HICKORY (Spur) 3.7	17.3	f 2.39
621	f 10.35	9.9		SOLUS 7.0	13.6	f 2.20
388	11.35AM	16.9	D	FRISCO CO	6.6	1.45PM
331 Y		23.5		NEWHOUSE 23.5	0.0	
	Arrive Wednesday					Leave Wednesday
	(1.50) Time					(1.25) Time
	9.2 Average Speed Per Hour					11.9 Average Speed Per Hour

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 City .....	Hubbard-Denn Company
Salt Lake City .....	H. B. Miller Company
Provo .....	G. H. Heindselman
Lehi .....	E. N. Webb
Milford .....	The Gordon Jewelry Co.
Cedar City .....	W. H. Gordon

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

North Yard .....	Telegraph Office
North Yard .....	Engine Dispatcher's Office
Salt Lake City .....	Union Depot Telegraph Office
Salt Lake City .....	Dispatcher's Office
Tintic .....	Telegraph Office
Lynndyl .....	Telegraph Office
Milford .....	Dispatcher's Office
Milford .....	Telegraph Office
Lund .....	Telegraph Office
Caliente .....	Telegraph Office
Cedar City .....	Telegraph Office
Provo .....	Joint Yard Telegraph Office
Cutler .....	Telegraph Office
Sandy .....	Telegraph 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 REVENUE 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	Points west and north of Ogden and Cheyenne and points east.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE 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.

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

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. 63-64-501 and 510 only will register at Tintic.  
Nos. 61-62-65-66-67-68-69-70 only will register at Wye.  
No. 81 and 82 only will register at Delta.  
Nos. 103, 104 and 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	Modena	Payson	Eureka Branch, Silver
Salt Lake City	Crestline	Nephi	City Branch, including
Garfield	Caliente	Toplift	Tintic Wye and Mam-
Stockton	Sandy	Fillmore	moth Branch, between
Lynndyl	Mount	Iron Springs	Mammoth Junction and
Delta	Cutler	Cedar City	D. & R. G. W. crossing
Milford	Provo	Pioche	will be operated under
Lund			yard limit rules.

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.

SALT LAKE DIVISION.

SPECIAL RULES

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	
Freight line between Buena Vista and Salt Lake	30	30	
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	Steam Derrick.
At any point on tangent track		30	Steam Derrick.
Islen and Minto	30	20	
Islen and Minto	12	12	Light engines backing up.
Islen and 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	
Hickory Spur, Hickory	5	5	
Delta Branch	12	12	
Eureka Branch	12	12	
Mammoth Branch	12	12	
Silver City Branch	12	12	
Fairfield Branch	30	30	
Topliff to A. S. & R. Quarry Spur	15	15	
Fillmore Branch	35	25	
Eureka	6	6	Within City Limits.
Nephi	15	15	Within City Limits.
Provo	15	15	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
Between Islen and 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 (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.

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

509 (R). When the light is not burning on any approach light type of Block Signal, trains must stop for it and may proceed when the signal changes to a caution signal or to a clear signal, or—

(a) On single track send the flagman ahead immediately; wait five minutes and then proceed, following the flagman carefully to the next signal; or if a point is reached from which the track ahead is seen to be clear and the signal next in advance governing the direction in which the train is moving is in plain view, the flagman may be picked up and the train proceed as prescribed in the following paragraph; or—

(b) On single track, if the track ahead is seen to be clear and the signal next in advance governing the direction in which the train is moving is in plain view, it may proceed at once, not exceeding six miles an hour to the next signal expecting to find an opposing train in the block, broken rail, obstruction or switch not properly set.

(c) On double track, it may proceed at once at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(d) If the number plate is reversed, showing yellow, which indicates the signal is temporarily out of service, train must stop, and then proceed not exceeding six miles an hour to the next signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

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.

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 Air Brake Rule 1045.

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
- Clear Lake —Eastward and westward
- Tintic —Eastward and westward
- Stockton —Westward
- Warner —Eastward
- Nephi —Eastward and westward
- Provo —Eastward and westward
- Cutler —Westward
- Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Cutler, in which case stop will be made at Mount and inspection made.

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	DISTRICT
Los Angeles ...	Phillip Stephens..	Chief Surgeon	All
Salt Lake City..	Spencer Wright..	Division Surgeon	All
Salt Lake City..	O. J. La Barge...	Asst. Div. Surgeon	All
Salt Lake City..	L. R. Cowan.....	Assistant Surgeon	All
Salt Lake City..	E. F. Root.....	Consultant	All
Salt Lake City..	G. B. Pfoutz ....	Oculist	All
Salt Lake City..	E. A. Tripp .....	Dentist	All
Tooele .....	J. H. Peck.....	Assistant Surgeon	Dunbar to Morris
Ophir .....	Z. G. Logan.....	Assistant Surgeon	Ophir to Salt Lake City
Eureka .....	D. E. Ostler.....	Assistant Surgeon	Dunbar to Eureka
Mammoth .....	Steele Bailey, Jr..	Assistant Surgeon	Dyer to Mammoth
Tintic .....	E. J. Howell....	Assistant Surgeon	Dyer to Dunbar
Lynndyl .....	G. Q. Christensen	Assistant Surgeon	Delta to Dyer
Delta .....	L. C. Warenski..	Assistant Surgeon	Black Rock to Delta
Milford .....	H. C. Hunter....	Assistant Surgeon	Crestline to Black Rock
Caliente .....	W. W. Stockham	Assistant Surgeon	Carp to Crestline
Lehi .....	F. W. Worlton..	Assistant Surgeon	Lehi to Sandy
American Fork	J. F. Noyes.....	Assistant Surgeon	American Fork to Boulter
Pleasant Grove	O. E. Grua .....	Assistant Surgeon	Pleasant Grove to Sandy
Provo .....	Fred R. Taylor.	Assistant Surgeon	Spanish Fork to Vineyard
Provo .....	L. W. Oaks ....	Assistant Oculist	Provo
Provo .....	G. H. Merrill....	Assistant Oculist	Provo
Provo .....	V. R. Greenwood	Consulting Dentist	Provo
Payson .....	G. E. Christenson	Assistant Surgeon	Spanish Fork to Sandy
Payson .....	L. D. Stewart....	Alternate Surgeon	Spanish Fork to Sandy
Nephi .....	T. W. Allred ....	Assistant Surgeon	Santaquin to Lynndyl
Nephi .....	F. H. Beckstead	Assistant Surgeon	Santaquin to Lynndyl
Cedar City .....	M. J. MacFarlane	Assistant Surgeon	Cedar City to Avon
Cedar City .....	T. W. Bergstrom	Alternate Surgeon	Cedar City to Avon
Pioche .....	T. D. S. McCall.	Assistant Surgeon	Pioche to Panaca

## SPECIAL RULES

SALT LAKE DIVISION.

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, Air Brake Rules.

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 required by Air Brake Rule 1077.

Air Brake test as per Air Brake Rules 1040-1041-1042-1043, will be made on all trains where conditions require road train brake test.

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

Air brake test as per Special Rule 1044 (B) 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.

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

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. Two-ten-two type, Mountain type, and Mikado type engines may be turned on Tintic wye.

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.

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
<b>Fourth Subdivision:</b>		
M. P. 468.1 .....	Bridge .....	Top and Side.
M. P. 469.1 .....	Bridge .....	Side.
M. P. 469.3 .....	Bridge .....	Side.
M. P. 469.9 .....	Bridge .....	Side.
M. P. 470.9 .....	Bridge .....	Side.
M. P. 471.3 .....	Bridge .....	Side.
M. P. 471.5 .....	Bridge .....	Side.
M. P. 471.7 .....	Bridge .....	Side.
M. P. 527.6 .....	Bridge .....	Side.
<b>Fifth Subdivision:</b>		
M. P. 601.1 .....	Bridge .....	Side.
<b>Provo Subdivision:</b>		
M. P. 735.8 .....	D. & R. G. W. Crossing	Top and Side.
M. P. 754.4 .....	Bridge .....	Side.
<b>Pioche Branch:</b>		
M. P. 0.7 .....	Bridge .....	Side.
<b>Fairfield Branch:</b>		
M. P. 1.6 .....	D. & R. G. W. Crossing	Top.

1044 (B). When standard brake pipe pressure is obtained, engineman will, upon proper request or signal, make a service reduction of 10 pounds on passenger and 20 pounds on freight train and sound one short blast of the whistle. When the trainman at the rear car sees rear brake apply, he will signal release, and the engineman will sound two short blasts of the whistle following release of brakes. The train must not proceed until the brakes are released on rear car and brake pipe pressure charged to standard pressure. If the train has been delayed 30 minutes or more the above test will be repeated before leaving.

### SIDINGS AND SPURS NOT ON TIMETABLE

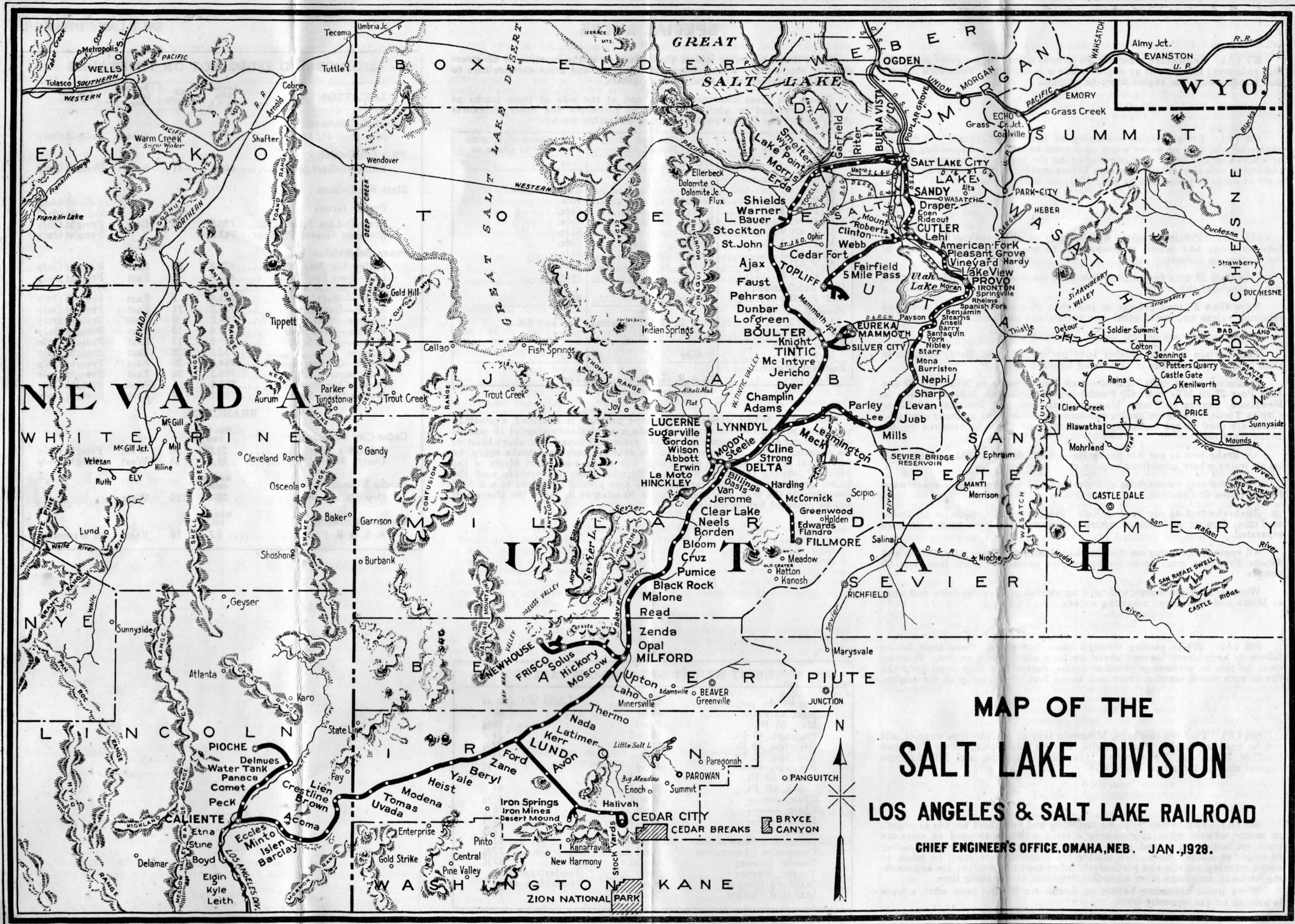
LOCATION	Location Miles from L.A.	Car Capacity	Switch Connections	Flag Stops For Trains
<b>Fourth Subdivision</b>				
Mile Post 472.3 .....	472.3	8	East	Freight Only
<b>Fifth Subdivision</b>				
Billings—Beet Spur .....	646.1	11	East	Freight Only
<b>Sixth Subdivision</b>				
Poplar Grove				
Prest-O-Lite Spur.....	780.9	10	East	61-62-63-64-65 66-67-68-69-70 Freight Only
Stockton Gravel Pit Spur...	743.2			Freight Only
<b>Provo Subdivision</b>				
Parley Ice Plant Spur.....	677.8	30	East	Freight Only
Lee—Beet Spur .....	687.8	3	East	Freight Only
Mile Post 724.8.....	724.8			81-82
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
Mellen Sand Spur.....	781.2	10	East	Freight Only

### BRANCHES

<b>Cedar City Branch</b>				
	Miles from Lund			
Columbia Steel .....	21.0	50	West	Freight Only
Desert Mound .....	21.0	53	West	Freight Only
<b>Pioche Branch</b>				
	Miles from Caliente			
Dry Valley Spur .....	22.8	110	West	
<b>Mammoth Branch</b>				
	Miles from Tintic			
A. S. & R. Spur.....	2.7	19	East	at Mammoth

### LIGHT WEIGHT OF PASSENGER CARS

Kind	Class	Light Wt. (tons)
Mail, 40 Ft.	Steel	40
Mail, 60 Ft.	Steel	55½
Baggage, 40 Ft.	Wood	31
Baggage, 50 Ft.	Wood	32½
Baggage, 60 Ft.	Wood	45
Baggage, ———	Steel	47½
Coach, 50 Ft.	Wood	30
Coach, 60 Ft.	Wood	44
Chair, ———	Wood	47½
Chair, ———	Steel	50
Diner, ———	Wood	62½
Diner, ———	Steel	72½
Composite Observation	Wood	51
Composite Observation	Steel	72½
Tourist Sleeper	Wood	47½
Tourist Sleeper	Steel	(underframe) 68
Standard Sleeper	Steel	(underframe) 73
Standard Sleeper	Steel	76



**MAP OF THE**  
**SALT LAKE DIVISION**  
**LOS ANGELES & SALT LAKE RAILROAD**  
 CHIEF ENGINEER'S OFFICE, OMAHA, NEB. JAN., 1928.