UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division

EMPLOYES' TIME-TABLE

80

To Take Effect Sunday, October 6, 1929

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

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

ARROW PRESS, SALT LAKE

CONDENSED TIME TABLE

Salt Lake City and Los Angeles

Time Table No. 80
October 6, 1929

Westward SECOND CLASS	Westward FIRST CLASS					Distance from Salt Lake City	STATIONS	Distance from First Street, Los Angeles	Eastward FIRST CLASS					Eastward SECOND CLASS
257 Freight	3 Passenger	19 Passenger	7 Passenger	21 Passenger	63 Passenger				20 Passenger	8 Passenger	22 Passenger	4 Passenger	64 Passenger	254 Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
3.30PM	11.35PM	5.35PM	11.00AM	8.15AM	7.30AM	0.0	SALT LAKE CITY	784.0	12.20PM	5.30PM	8.55PM	6.00AM	4.35PM	7.10AM
		7.23				47.3	PROVO	752.7	10.28AM					
		8.52				89.2	NEPHI	710.8	8.59					
5.20	12.20AM		11.30AM	8.46	8.03	15.7	GARFIELD	768.3		4.59	8.21	5.25	4.04	6.00
6.50	12.57		12.01PM	9.20	8.50	35.8	WARNER	748.2		4.29	7.48	4.52	3.15	4.30
10.05PM	2.30		1.19	10.50	10.22AM	85.4	TINTIC	698.6		3.14	6.27	3.25	1.55PM	1.10AM
12.35AM	3.50	10.30PM	2.15	11.55AM		118.1	LYNNDYL	665.9	7.30	2.20	5.30	2.10AM		10.25PM
4.07	6.17	12.12AM	3.58	1.43PM		184.6	BLACK ROCK	599.4	5.41	12.37	3.39	11.33PM		6.00
6.30	7.40	12.55	4.42	2.40		207.2	MILFORD	576.8	5.10	12.06PM	3.05	10.55		4.45
7.55	8.55	1.52	5.34	3.35		242.6	LUND	541.4	4.08	11.09AM	1.50	9.15		2.15
9.30AM	9.50	2.38	6.20	4.27		274.2	MODENA	509.8	3.23	10.27	1.05PM	8.10		12.45PM
12.50PM	11.35AM	3.35	7.15	5.25		324.5	CALIENTE	459.5	1.35AM	8.45	11.20AM	5.45		9.30AM
4.45	3.05PM	5.50	9.28	7.40		400.9	MOAPA	383.1	9.28PM	5.05	7.33	1.15PM		2.25AM
9.30PM	5.30	7.10	10.50PM	9.05PM		449.8	LAS VEGAS	334.2	8.15	3.55	6.15	11.40AM		11.30PM
4.50AM	9.10PM	10.08AM	1.45AM	12.30AM		548.5	KELSO	235.5	5.00	12.58AM	2.58	7.40		4.15
10.20	12.05AM	12.05PM	3.45	2.45		620.8	YERMO	163.2	3.05	11.17PM	12.55	4.50		12.15PM
11.15AM	12.40	12.35	4.15	3.20		634.2	BARSTOW	149.8	2.35	10.45	12.20AM	4.15		10.20AM
5.20PM	4.10	3.10	6.45	6.10		715.3	SAN BERNARDINO	67.3	12.01PM	8.15	9.50PM	1.35		4.30
5.50	4.19	3.18	6.52	6.19		719.0	COLTON	64.3	11.42AM	7.57	9.32	1.15		2.30
6.20	4.40	3.35	7.10	6.35		725.8	RIVERSIDE	57.5	11.30	7.45	9.20	1.00		1.30AM
8.10	5.39	4.19	7.59	7.20		751.3	POMONA	32.0	10.45	7.06	8.39	12.08AM		11.55PM
10.00PM	7.00AM	5.30PM	9.10AM	8.30AM		783.9	LOS ANGELES	0.0	9.40AM	6.05PM	7.30PM	11.00PM		10.30PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(55.30) 14.1	(32.25) 24.2	(24.55) 32.1	(23.10) 33.8	(25.15) 31.0	(2.52) 29.7		Time		(25.40) 31.1	(22.25) 34.9	(24.25) 32.	(30.00) 26.1	(2.40) 32.1	(55.40) 14.1
							Average Speed Per Hour							

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

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

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

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

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
L. E. STORRS, Dispatcher ..... Salt Lake City, Utah

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

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

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:

SALT LAKE DIVISION	
Main Line	464.7
Branches	180.0
Total	644.7
LOS ANGELES DIVISION	
Main Line	460.1
Branches	104.3
Total	564.4
GRAND TOTAL	
Main Line	924.8
Branches	284.3
Total	1209.1

F. H. KNICKERBOCKER,
General Manager.

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

PROVO SUBDIVISION—Salt Lake City and Lynndyl

WESTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 95 Freight Leave Daily	SECOND CLASS 93 Freight Leave Daily Ex. Sunday	FIRST CLASS 19 Passenger Leave Daily	Distance from Salt Lake City
	WFYOTP		7.20AM	5.35PM	0.0
			8.45AM	f 6.05PM	12.6
			Joint	Time Table of the O. S. L.	R. R.
			8.50AM	f 6.05PM	12.6
2,488	PW		9.15	f 6.15	17.1
373	P				22.0
3,655 West 3,453 East	P		**9.45**	6.26	24.5
3,503	FWYP		10.20	f 6.36	29.0
1,697	P		10.35	s 6.40	30.5
2,245	P		**11.00**	s 6.49	33.5
	I				34.0
3,702	P		11.20	s 6.58	36.5
1,379					38.2
807				f	40.9
3,708	P		11.33	7.07	42.6
					42.7
	FWPOTY	7.30AM	11.55AM	s 7.23	47.3
733		7.40		f 7.31	52.0
1,601	P	8.00		s 7.41	55.6
2,702	P	8.10		7.46	58.4
2,647	PWOY	8.30		s 7.58	63.2
545					67.4
2,686	P	**9.00**		f 8.12	69.3
1,431	P	**9.33**		8.18	72.0
2,665	W	9.50		f 8.29	78.0
827				f 8.36	81.6
2,214	P	10.05		8.39	83.3
2,650	PWY	10.50		s 8.52	89.2
2,712	P	11.10		9.04	96.4
290				f 9.13	101.0
2,679	PW	11.30		s 9.20	103.7
2,636	PW	11.50AM		f 9.33	110.7
1,310	P	12.20PM		9.50	118.9
646	P				121.0
1,511	P	12.50		s 10.10	128.7
223					131.1
	PFTWY	1.10PM		10.20PM	134.1
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
		(5.40) 15.3	(4.35) 10.3	(4.45) 28.2	..... Time ..... Average Speed Per Hour .....

Time Table No. 80
October 6, 1929

EASTWARD

FIRST CLASS 20 Passenger Arrive Daily	SECOND CLASS 94 Freight Arrive Daily Ex. Monday	96 Freight Arrive Daily
12.20PM	12.05PM	
f 11.45AM	10.40AM	
between Salt Lake City and Sandy,	These figures for information only	
f 11.45AM	10.40AM	
f 11.34	10.15	
11.21	**9.45**	
f 11.12	9.15	
s 11.08	8.55	
s **11.00**	8.30	
s 10.51	7.55	
f		
10.41	7.30	
s 10.28	7.00AM	10.10AM
f 10.14		9.55
s 10.08		9.45
10.00		9.35
s 9.53		9.25
f 9.39		**9.00**
9.33		8.50
f 9.23		8.38
f 9.12		
9.09		8.25
s 8.59		8.10
8.45		7.40
f 8.36		
s 8.30		7.20
f 8.17		7.00
8.00		6.35
s 7.40		6.15
7.30AM		6.00AM
Leave Daily	Leave Daily Except Monday	Leave Daily
(4.50) 27.7	(5.05) 9.3	(4.10) 20.8

	STATIONS		Distance from Los Angeles
DN-R	**SALT LAKE CITY**	VN-C	800.0
	12.6		
DN-R	SANDY	BR	787.4
	and L. A. & S. L. R.R. Gov-		erns
DN-R	**SANDY**	BR	787.4
	4.5		
D	DRAPER	A	782.9
	4.9		
	RIDEOUT	(Spur)	778.0
	2.5		
	MOUNT		775.5
	4.5		
DN	**CUTLER**	JN	771.0
	1.5		
D	LEHI	HI	769.5
	3.0		
D	AMERICAN FORK	AF	766.5
	0.5		
	S. L. & U. CROSSING		766.0
	2.5		
D	PLEASANT GROVE	GO	763.5
	1.7		
	HARDY	(Spur)	761.8
	2.7		
	VINEYARD		759.1
	1.7		
	LAKEVIEW		757.4
	0.1		
	D. & R. G. W. CROSSING		757.3
	4.6		
DN-R	**PROVO**	VO UR	752.7
	4.7		
	SPRINGVILLE		748.0
	3.6		
D	SPANISH FORK	SF	744.4
	2.8		
	BENJAMIN		741.6
	4.8		
D	PAYSON	CN	736.8
	4.2		
	BARRY		732.6
	1.9		
	SANTAQUIN		730.7
	2.7		
	YORK		728.0
	6.0		
	STARR		722.0
	3.6		
	MONA		718.4
	1.7		
	BURRISTON		716.7
	5.9		
D	**NEPHI**	NI	710.8
	7.2		
	SHARP		703.6
	4.6		
	LEVAN	(Spur)	699.0
	2.7		
D	JUAB	JA	696.3
	7.0		
	MILLS		689.3
	8.2		
	PARLEY		681.1
	2.1		
	SOMA		679.0
	7.7		
	LEAMINGTON		671.3
	2.4		
	MACK	(Spur)	668.9
	3.0		
DN-R	**LYNNDYL**	NY	665.9
	134.1		

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. 80

October 6, 1929

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS 257 Freight Leave Daily	SECOND CLASS 261 Freight Leave Daily	FIRST CLASS 3 Passenger Leave Daily	FIRST CLASS 69 Passenger Leave Daily	FIRST CLASS 67 Passenger Leave Daily	FIRST CLASS 65 Passenger Leave Daily	FIRST CLASS 7 Passenger Leave Daily	FIRST CLASS 21 Passenger Leave Daily	FIRST CLASS 63 Passenger Leave Daily	FIRST CLASS 61 Passenger Leave Daily	Distance from Salt Lake City	STATIONS		
PFWTYO	3.30PM	3.45AM									0.0	DN-R	NORTH YARD	C	Freight Line
											1.1		S. L. G. & W. CROSSING		
											1.1		D. & R. G. W. CROSSING		
											1.2		WESTERN PAC. CROSSING		
											2.3				
	4.20	4.15									4.4	DN	BUENA VISTA	BE	
PFWTYO			11.35PM	10.45PM	7.00PM	2.45PM	11.00AM	8.15AM	7.30AM	6.45AM	0.0	DN-R	SALT LAKE CITY	VN	
			11.42	10.52	7.07	2.52	11.07	8.22	7.37	6.53	1.3		EIGHTH SOUTH ST.		
	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.	
							11.42	10.52	7.07	2.52	11.07	8.22	7.37	6.53	1.3
															1.5
															1.6
I												8.24			2.0
821															
3,887 P 2,991	4.20	4.15	f 11.52PM	s 11.00	s 7.15	s 3.00	11.15	8.30	s 7.44	s 7.01	4.8		EIGHTH SOUTH ST.		Passenger Line
4,781 P	4.33 5.06	4.28	f 12.10AM	f 11.08	f 7.24	f 3.08	11.22	8.38	f 7.51	f 7.10	10.3		D. & R. G. W. CROSSING		
3,159 PW	5.20	4.40	s 12.20	s 11.16	s 7.34	s 3.16	11.30	8.46	s 8.03	s 7.18	15.7		D. & R. G. W. CROSSING		
I											16.9		ENAMEL	(Spur)	
924				s 11.20	s 7.38	s 3.20			s 8.12	s 7.22	17.2	DN	BUENA VISTA	BE	
PY				11.23PM	7.42PM	3.23PM			f	7.25AM	18.0		RITER		
4,844 P	5.32	5.17	f 12.27				11.36	8.52	f 8.17		19.6		GARFIELD	GF	
3,485 P	5.45	5.40	f 12.34				11.42	8.59	f 8.24		23.5	R	B. & G. CROSSING		
4,558 PW	6.10	6.05	f 12.41				11.48	9.06	f 8.31		27.6		SMELTER		
4,506 P	6.30	6.35	f 12.48				11.54AM	9.13	f 8.38		31.7		WYE		
3,782 PY	6.50	7.05	s 12.57				12.01PM	9.20	s 8.50		35.8		LAKE POINT		
2,181 P									f		39.2		MORRIS		
6,270 PW	7.39	7.45	s 1.12				12.12	9.32	s 9.02		41.4		ERDA		
4,803 P	7.55	8.02	f 1.22				12.21	9.42	s 9.12		47.9		SHIELDS		
4,608 P	8.07	8.15	f 1.32				12.30	9.52	f 9.22		54.8	D	WARNER	DU	
2,619 PW 3,605	8.25	8.40	f 1.42				12.40	10.02	s 9.33		60.7		BAUER		
4,557 P	8.50	9.20	f 1.54				12.49	10.13	f 9.43		66.8	DN	STOCKTON	KN	
4,551 P	9.05	9.49	f 2.00				12.54	10.19	f 9.49		69.9	D	ST. JOHN	SJ	
4,583 PW	9.25	10.26	f 2.08				1.01	10.26	f 10.00		74.1		AJAX		
3,725 P 3,767	9.45	11.00	f 2.19				1.11	10.37	f 10.10		79.8	D	FAUST	F	
302									f		83.4		PEHRSON		
3,561 2,534 PWFYO	10.05	11.25	s 2.30				1.19	s 10.50	10.22AM		85.4		DUNBAR		
4,563 P	10.17	11.40	f 2.41				1.28	11.01			92.1		LOFGREEN		
3,571 WP	10.30	11.55AM	f 2.55				1.39	11.12			98.7		BOULTER		
4,449 P	10.41	12.07PM	f 3.08				1.47	11.21			104.5		KNIGHT	(Spur)	
3,599 P	10.50	12.16	f 3.16				1.53	11.27			109.0	DN-R	TINTIC	U	
4,786 P	10.58	12.25	f 3.26				1.58	11.33			113.0		McINTYRE		
PFWTY	11.15PM	12.45PM	3.40AM				2.09PM	11.45AM			118.1		JERICHO		
													DYER		
													CHAMPLIN		
													ADAMS		
												DN-R	LYNNDYL	NY	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	118.1				
	(7.45) 14.9	(9.00) 13.0	(4.05) 28.9	(0.38) 28.4	(0.42) 25.7	(0.38) 28.4	(3.09) 37.4	(3.30) 33.7	(2.52) 29.7	(0.40) 27.0	Time / Average Speed Per Hour				

Automatic Block Signals

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.

SIXTH SUBDIVISION—Salt Lake City and Lynndyl—EASTWARD

Time Table No. 80
October 6, 1929

Automatic Block Signals

STATIONS			Distance from Los Angeles	FIRST CLASS 4 Passenger Arrive Daily	62 Passenger Arrive Daily	64 Passenger Arrive Daily	66 Passenger Arrive Daily	8 Passenger Arrive Daily	68 Passenger Arrive Daily	22 Passenger Arrive Daily	70 Passenger Arrive Daily		SECOND CLASS 256 Freight Arrive Daily	254 Freight Arrive Daily
DN-R	NORTH YARD	C	783.6										3.00AM	7.10AM
	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	BUENA VISTA	BE	779.2										2.15	6.25
DN-R	SALT LAKE CITY	VN	784.0	6.00AM	8.35AM	4.35PM	5.11PM	5.30PM	8.45PM	8.55PM	12.34AM			
	1.3													
	EIGHTH SOUTH ST.			5.52	8.27	4.27	5.03	5.23	8.37	8.47	12.26			
				Joint	table	time	of the	O. S. L.	R. R. and	L. A. & S.	L. R. R.	governs	between	Salt Lake	City and	Eighth	South St.
	EIGHTH SOUTH ST.		782.7	5.52	8.27	4.27	5.03	5.23	8.37	8.47	12.26			
	0.2													
	D. & R. G. W. CROSSING		782.5											
	0.1													
	D. & R. G. W. CROSSING		782.4											
	0.4													
	ENAMEL	(Spur)	782.0		8.24									
	2.8													
DN	BUENA VISTA	BE	779.2	f 5.43	s 8.19	s 4.20	s 4.55	5.14	s 8.27	8.39	s 12.18		2.15	6.25
	5.5													
	RITER		773.7	f 5.34	f 8.11	f 4.12	f 4.47	5.06	f 8.18	8.30	f 12.10		2.03	6.12
	5.4													
DN	GARFIELD	GF	768.3	s 5.25	s 8.03	s 4.04	s 4.39	4.59	s 8.09	8.21	s 12.02AM		1.52	6.00
	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													
R	WYE		766.0		7.35AM		4.00PM		8.01PM		11.40PM			
	1.6													
	LAKE POINT		764.4	f 5.17		f 3.48		4.53		8.15			1.40	5.48
	3.9													
	MORRIS		760.5	f 5.11		f 3.37		4.47		8.08			1.30	5.40
	4.1													
	ERDA		756.4	f 5.05		f 3.28		4.41		8.01			1.20	5.15
	4.1													
	SHIELDS		752.3	f 4.58		f 3.21		4.35		7.54			1.10	4.58
	4.1													
D	WARNER	DU	748.2	s 4.52		s 3.15		4.29		7.48			12.57	4.30
	3.4													
	BAUER		744.8			f								
	2.2													
DN	STOCKTON	KN	742.6	f 4.41		s 3.05		4.21		7.39			12.25	4.00
	6.5													
D	ST. JOHN	SJ	736.1	f 4.29		s 2.54		4.11		7.29			12.02AM	3.32
	6.9													
	AJAX		729.2	f 4.19		f 2.44		4.01		7.19			11.45PM	3.15
	5.9													
D	FAUST	F	723.3	f 4.10		s 2.35		3.52		7.10			11.30	3.00
	6.1													
	PEHRSON		717.2	f 4.00		f 2.25		3.43		7.00			11.10	2.30
	3.1													
	DUNBAR		714.1	f 3.54		f 2.20		3.39		6.54			11.00	2.20
	4.2													
	LOFGREEN		709.9	f 3.47		f 2.13		3.33		6.47			10.50	2.08
	5.7													
	BOULTER		704.2	f 3.37		f 2.04		3.24		6.37			10.35	1.40
	3.6													
	KNIGHT	(Spur)	700.6			f								
	2.0													
DN-R	TINTIC	U	698.6	s 3.25		1.55PM		3.14		f 6.27			10.05	1.10
	6.7													
	McINTYRE		691.9	f 3.09				3.02		6.13			9.15	12.40
	6.6													
	JERICHO		685.3	f 2.55				2.55		6.02			8.45	12.10AM
	5.8													
	DYER		679.5	f 2.38				2.42		5.51			8.12	11.40PM
	4.5													
	CHAMPLIN		675.0	f 2.30				2.35		5.45			7.50	11.18
	4.0													
	ADAMS		671.0	f 2.22				2.29		5.39			7.28	10.58
	5.1													
DN-R	LYNNDYL	NY	665.9	2.10AM				2.20PM		5.30PM			7.00PM	10.25PM
	116.1			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	Time			(3.50)	(1.00)	(2.40)	(1.11)	(3.10)	(0.44)	(3.25)	(0.54)		(8.00)	(8.45)
	Average Speed Per Hour			30.8	18.0	32.1	15.2	37.2	24.5	34.5	20.0		14.7	13.4

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

Time Table No. 80
October 6, 1929

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			SECOND CLASS 261 Freight Leave Daily	SECOND CLASS 257 Freight Leave Daily	FIRST CLASS 19 Passenger Leave Daily	FIRST CLASS 7 Passenger Leave Daily	FIRST CLASS 21 Passenger Leave Daily	FIRST CLASS 3 Passenger Leave Daily	Distance from Salt Lake City		STATIONS		Distance from Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	FIRST CLASS 8 Passenger Arrive Daily	FIRST CLASS 22 Passenger Arrive Daily	FIRST CLASS 4 Passenger Arrive Daily	SECOND CLASS 256 Freight Arrive Daily	SECOND CLASS 254 Freight Arrive Daily
	PTWFY		4.00PM	12.35AM	10.30PM	2.15PM	11.55AM	3.50AM	118.1				665.9	7.20AM	2.15PM	5.20PM	2.00AM	5.55PM	9.25PM
3,507	P		4.15	12.55	10.39	2.24	12.04PM	f 4.00	123.7			5.6	660.3	7.08	2.05	5.10	f 1.48	5.35	9.05
4,743	P		4.30	1.07	10.46	2.30	12.10	f 4.08	128.5		CLINE	4.8	655.5	6.59	1.58	5.04	f 1.40	5.20	8.55
2,448 4,679	PWY		**4.55**	**1.30**	s 10.55	2.39	s 12.20	s 4.17	134.6		STRONG	6.1	649.5	s 6.50	1.49	s **4.55**	s **1.30**	**4.55**	8.35
3,628	PY		5.15	1.45	f 11.08	2.47	f 12.30	s 4.42	139.6	DN	**DELTA**	AK	644.4	f 6.39	1.40	f 4.45	s 1.05	4.25	8.20
4,596	P		5.30	1.55	11.14	2.53	12.36	f 4.49	144.1	DN	OASIS	8	639.9	6.33	1.34	4.38	f 12.54	4.15	8.10
3,973	P		5.45	2.05	11.20	2.59	12.42	f 4.56	148.5		JEROME	4.5	635.5	6.27	1.28	4.32	f 12.47	4.05	8.00
3,987	PW		6.10	2.25	f 11.27	3.05	f 12.48	s 5.08	153.0	DN	CLEAR LAKE	CK	631.0	f 6.21	1.22	f 4.26	s 12.39	3.55	7.45
4,553	P		6.35	2.45	11.34	3.12	12.55	f 5.18	158.1		NEELS	5.1	625.9	6.14	1.15	4.18	f 12.29	3.35	7.22
4,563	P		**7.10**	3.02	11.41	**3.19**	**1.08**	f 5.28	163.0		BORDEN	4.9	621.0	6.08	**1.08**	4.11	f 12.20	**3.19**	**7.10**
3,628	P		7.40	3.25	11.51	3.29	1.21	f 5.40	169.4		BLOOM	6.4	614.6	6.00	12.57	4.01	f 12.09AM	2.35	6.50
4,538	P		7.55	3.43	**11.58PM**	3.37	1.28	f **5.54**	174.4		CRUZ	5.0	609.6	**5.54**	12.50	3.55	f **11.58PM**	2.20	6.35
4,506	P		8.05	3.55	12.04AM	**3.49**	1.35	f 6.05	179.4		PUMICE	5.0	604.6	5.48	12.44	**3.49**	f 11.43	2.00	6.15
4,582	PW		8.20	4.07	f 12.12	3.58	f **1.43**	s 6.17	184.6		BLACK ROCK	5.2	599.4	f 5.41	12.37	f 3.39	s 11.33	**1.43**	6.00
4,492	P		8.35	4.22	12.18	4.04	1.51	f 6.28	189.3	DN	MALONE	KO 4.7	594.7	5.35	12.31	3.32	f 11.23	1.15	5.45
3,600	P		8.50	4.32	12.24	4.11	1.58	f 6.39	194.3		READ	5.0	589.7	5.28	12.24	3.25	f 11.16	1.02	5.33
4,533	P		9.00	4.40	12.30	4.17	2.04	f 6.49	198.9		ZENDA	4.6	585.1	5.22	12.18	3.19	f 11.09	12.53	5.20
3,588	P		9.10	4.48	12.36	4.22	2.09	f 6.58	203.0		OPAL	4.1	581.0	5.17	12.13	3.13	f 11.03	12.45	5.05
	PFWTYO		9.30PM	5.05AM	12.45AM	4.32PM	2.20PM	7.10AM	207.2	DN-R	**MILFORD**	4.2 FD	576.8	5.10AM	12.06PM	3.05PM	10.55PM	12.30PM	4.45PM
			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
			(5.30) 16.2	(4.30) 19.8	(2.15) 39.6	(2.17) 39.0	(2.25) 36.8	(3.20) 34.7			Time / Average Speed Per Hour			(2.10) 41.1	(2.09) 41.4	(2.15) 39.6	(3.05) 28.8	(5.25) 16.4	(4.40) 19.0

Automatic Block Signals

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

Westward—FILLMORE BRANCH—Eastward

Time Table No. 80
October 6, 1929

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			FIRST CLASS 121 Motor Leave Daily	Distance from Delta		STATIONS		Distance from Fillmore	FIRST CLASS 122 Motor Arrive Daily
	YWP		12.30PM	0.0	DN-R	**DELTA**	AK	32.2	4.40PM
911			f 12.50	8.7		8.7 HARDING 6.8		23.5	f 4.20
932			f 1.05	15.5		McCORNICK 6.2		16.7	f 4.08
1689			f 1.20	21.7		GREENWOOD 3.1		10.5	f 3.55
468			f	24.8		EDWARDS 2.5	(Spur)	7.4	f
473			f	27.3		FLANDRO 4.9	(Spur)	4.9	f
1492	YW		1.50PM	32.2	D-R	**FILLMORE**	FI	0.0	3.30PM
			Arrive Daily			32.2			Leave Daily
			(1.20) 24.1			Time / Average Speed Per Hour			(1.10) 27.6

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Exception—No. 121 is superior to 122.

Westward—DELTA BRANCH—Eastward

Time Table No. 80
October 6, 1929

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			Distance from Delta	STATIONS		Distance from Lucerne
2,448 4,697	PWY		0.0	DN-R **DELTA**	AK	13.6
776			3.3	STEELE 3.3	(Spur)	10.3
			4.6	**MOODY** 1.3		9.0
629			5.2	ERWIN 0.6	(Spur)	8.4
1,355			6.7	ABBOTT 1.5	(Spur)	6.9
1,009			8.4	WILSON 1.7	(Spur)	5.2
1,003			9.3	GORDON 0.9	(Spur)	4.3
1,298			11.5	SUGARVILLE 2.2	(Spur)	2.1
	Y		13.6	**LUCERNE** 2.1		0.0
				13.6		

Westward—HINCKLEY BRANCH—Eastward

Time Table No. 80
October 6, 1929

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.			STATIONS
			MOODY 1.5
501			LAMOTO 1.8
508			**HINCKLEY** 3.3

FOURTH SUBDIVISION—Milford and Caliente

Time Table No. 80
October 6, 1929

WESTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		SECOND CLASS 261 Freight Leave Daily	SECOND CLASS 257 Freight Leave Daily	FIRST CLASS 7 Passenger Leave Daily	FIRST CLASS 21 Passenger Leave Daily	FIRST CLASS 3 Passenger Leave Daily	FIRST CLASS 19 Passenger Leave Daily	Distance from Salt Lake City
	PTYFWO	11.00PM	6.30AM	4.42PM	**2.40**PM	7.40AM	12.55AM	207.2
5,103	P	11.15	6.45	4.50	2.49	f 7.50	1.04	212.3
3,618	P	11.30	6.57	4.57	2.56	f 7.58	1.11	217.4
3,638	PW	11.45PM	7.07	5.04	**3.03**	f 8.06	1.18	222.4
4,593	P	12.01AM	7.22	5.13	3.12	f 8.16	1.27	229.2
3,670	P	12.11	7.30	5.19	3.18	f 8.22	1.33	233.5
4,639	P	12.23	7.38	5.25	3.24	f 8.29	1.39	238.2
4,160	PFWY	12.50	7.55	5.34	s 3.35	s 8.55	s 1.52	242.6
3,624	P	1.10	8.10	5.41	3.44	f **9.04**	2.01	247.6
4,762	P	1.25	**8.20**	5.47	3.51	f 9.12	2.07	252.5
3,619	PW	1.35	8.40	5.54	3.58	s 9.20	2.13	257.3
3,608	P	1.50	8.55	6.01	4.05	f 9.29	2.20	262.9
4,563	P	**2.27**	9.10	6.08	4.12	f 9.37	**2.27**	268.2
4,863	FWYP	**3.23**	9.30	6.20	f 4.27	s 9.50	2.38	274.2
3,575	P	3.35	9.40	6.26	4.34	f 9.57	2.45	278.1
3,649	P	3.50	**10.10**	6.33	4.41	f **10.10**	2.52	282.8
2,510	P	4.10	10.35	6.39	4.47	f 10.23	**3.00**	286.2
5,507	PY	4.40	10.55	6.50	4.58	f 10.35	3.10	290.3
2,583	P	4.52	11.07	6.57	5.06	f 10.45	3.17	294.7
3,615	PW	5.08	**11.25**	**7.07**	5.16	f 10.56	3.27	299.4
3,588	P	5.25	11.40	7.17	5.26	f **11.07**	3.37	305.4
3,434	PY	**5.40**	**11.57**AM	7.25	5.34	f 11.15	3.45	308.7
3,394	P	6.10	12.20PM	7.44	5.53	f **11.38**	4.04	315.6
4,836	P	6.25	12.35	7.53	**6.03**	f 11.50AM	4.13	319.7
	PFWYT	6.45AM	12.50PM	8.05PM	6.15PM	12.05PM	4.25AM	324.5
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		(7.45)	(6.20)	(3.23)	(3.35)	(4.25)	(3.30)	Time
		15.2	18.5	34.6	32.7	26.5	33.5	Average Speed Per Hour

	STATIONS	Distance from Los Angeles
DN-R	**MILFORD** FD	576.8
	5.1	
	UPTON	571.7
	5.1	
	LAHO	566.6
	5.0	
	THERMO	561.6
	6.8	
	NADA	554.8
	4.3	
	LATIMER	550.5
	4.7	
	KERR	545.8
	4.4	
DN	**LUND** UN	541.4
	5.0	
	FORD	536.4
	4.9	
	ZANE	531.5
	4.8	
D	BERYL BY	526.7
	5.6	
	YALE	521.1
	5.3	
	HEIST	515.8
	6.0	
DN	MODENA NA	509.8
	3.9	
	TOMAS	505.9
	4.7	
	UVADA	501.2
	3.4	
	LIEN	497.8
	4.1	
DN	CRESTLINE NE	493.7
	4.4	
	BROWN	489.3
	4.7	
	ACOMA	484.6
	6.0	
	BARCLAY	478.6
	3.3	
DN	ISLEN SN	475.3
	6.9	
	MINTO	468.4
	4.1	
	ECCLES	464.3
	4.8	
DN-R	**CALIENTE** CS	459.5
	117.3	

Automatic Block Signals

EASTWARD

FIRST CLASS 20 Passenger Arrive Daily	FIRST CLASS 8 Passenger Arrive Daily	FIRST CLASS 22 Passenger Arrive Daily	FIRST CLASS 4 Passenger Arrive Daily	SECOND CLASS 256 Freight Arrive Daily	SECOND CLASS 254 Freight Arrive Daily
5.00AM	11.59AM	**2.40**PM	10.35PM	11.05AM	3.45PM
4.50	11.50	2.31	f 10.23	10.45	3.30
4.43	11.43	2.24	f 10.13	10.35	3.20
4.35	11.36	2.17	f 10.04	10.25	**3.03**
4.26	11.27	2.08	f 9.54	10.10	2.45
4.20	11.21	2.02	f 9.46	10.00	2.35
4.14	11.15	1.56	f 9.39	9.52	2.25
s 4.08	11.09	s 1.50	s 9.15	9.40	2.15
3.59	11.02	1.40	f 8.58	**9.04**	2.00
3.52	10.55	1.34	f 8.49	**8.20**	1.50
3.45	10.49	1.28	s 8.40	8.10	1.40
3.38	10.42	1.21	f 8.30	7.59	1.30
3.31	10.35	**1.14**	f 8.20	7.48	**1.14**
3.23	10.27	f 1.05	s 8.10	7.35	12.45
3.14	10.17	12.53	f 7.53	7.15	12.25
3.08	**10.10**	12.47	f 7.45	7.05	12.15
3.00	10.04	12.41	f 7.37	6.50	12.05PM
2.49	9.55	12.32	f 7.28	6.40	11.55AM
2.39	9.47	12.24	f 7.18	6.20	11.40
2.29	9.38	12.14	f **7.07**	6.05	**11.25**
2.19	9.28	12.04PM	f 6.43	5.50	**11.07**
2.12	9.21	**11.57**AM	f 6.34	**5.40**	10.45
1.53	9.02	**11.38**	f 6.14	5.05	10.10
1.45	8.55	11.30	f **6.03**	4.50	9.55
1.35AM	8.45AM	11.20AM	5.45PM	4.30AM	9.30AM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(3.25)	(3.14)	(3.20)	4.50)	(6.35)	(6.15)
34.3	36.2	35.1	24.2	17.8	18.8

Mountain Time

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

CEDAR CITY BRANCH

Time Table No. 80
October 6, 1929

WESTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.		Distance from Lund
	YFWP	0.0
1721	P	9.4
3979	WQYP	21.0
1227	P	25.2
	P	30.3
1440	LoopWP	32.5
		Time
		Average Speed Per Hour

	STATIONS	Distance from Cedar City
DN-R	**LUND** UN	32.5
	9.4	
	AVON	23.1
	11.6	
D	IRON SPRINGS GS	11.5
	4.2	
	HALIVAH	7.3
	5.1	
	STOCK YARDS (Spur)	2.2
	2.2	
D-R	**CEDAR CITY** CD	0.0
	32.5	

EASTWARD

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 507 Passenger Leave Daily	FIRST CLASS 501 Passenger Leave Daily	Distance from Tintic	Time Table No. 80 October 6, 1929 STATIONS	Distance from Eureka	FIRST CLASS 502 Passenger Arrive Daily	FIRST CLASS 506 Passenger Arrive Daily	FIRST CLASS 510 Passenger Arrive Daily
POWFY		10.25AM	0.0	DN-R TINTIC U	3.6			1.48PM
				0.8				
	11.38AM		0.8	TINTIC WYE	2.8		11.21AM	
				0.8				
	11.42	10.33	1.6	MAMMOTH JCT.	2.0	10.58AM	11.17AM	1.40
				2.0				
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 / Average Speed Per Hour		(0.10) 12.0	(0.4) 12.0	(0.18) 12.0

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 505 Passenger Leave Daily	Distance from Tintic	Time Table No. 80 October 6, 1929 STATIONS	Distance from Silver City	FIRST CLASS 508 Passenger Arrive Daily
POWFY		0.0	DN-R TINTIC U	2.4	
			0.8		
	11.21AM	0.8	TINTIC WYE	1.6	11.38AM
			1.6		
	11.29AM	2.4	D SILVER CITY SY	0.0	11.30AM
	Arrive Daily		2.4		Leave Daily
	(0.8) 12.0		Time / Average Speed Per Hour		(0.8) 12.0

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
EXCEPTIONS—No. 501 is superior to No. 502 No. 507 is superior to No. 510
No. 505 is superior to No. 508

Westward—MAMMOTH BRANCH—Eastward

Toward Mammoth / From Mammoth

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. FIRST CLASS 503 Passenger Leave Daily	Distance from Mammoth June.	Time Table No. 80 October 6, 1929 STATIONS	Distance from Mammoth	L. A. & S. L. FIRST CLASS 504 Passenger Arrive Daily	DENVER & RIO GRANDE WESTERN
				10.58AM	0.0	MAMMOTH JCT.	1.6	11.17AM	
						0.8			
	Joint	Track	Time	governing	Trains	Running Between	L. A. & S. L. and D. & R. G. W. Crossing and Mammoth		
				11.01	0.8	L.A. & S.L. & D. & R.G.W. CROSSING	0.8	11.14	
						0.8			
				11.06AM	1.6	D MAMMOTH MO	0.0	11.09AM	
				Leave Daily		1.6		Arrive Daily	
				(0.8) 12.0		Time / Average Speed Per Hour		(0.8) 12.0	

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, Mammoth Jct. to D. & R. G. W. Crossing only.

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 Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Crestline to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	Boulter to St. John	St. John to Bauer	Bauer to Salt Lake	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 $\frac{22}{28}$ 150S	3150 to 3175	1250	800	3000	1250	1500	1500	800	2000	400	600	2000	1250	800	1250	800	1250	700	1350	700	1350	900	1350	700	1500
P77 $\frac{25}{28}$ 239SB	3176 to 3181	3000	1420	3000	1500	1800	1800	1170	Car Limit	540	680	1800	1170	1420	Car Limit	1660	2300	1020	1080	1070	1350	1080	1350	980	1020
C57 $\frac{22}{30}$ 198S	6009 to 6086	3300	1550	3700	2000	2400	2160	1430	3800	700	1000	3200	2100	1550	3000	1550	3000	1280	1900	1430	2160	1600	2050	1250	2050
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 / 2726 to 2735	3900	1800	4350	2400	3000	2560	1660	4400	800	1142	4300	2500	1800	3500	2000	3500	1480	2200	1660	2560	1800	2590	1400	2590
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	4500	2000	5000	2600	2800	2800	1900	5000	900	1285	3800	2700	1950	3000	1950	3000	1680	2350	1900	2900	2000	3000	1600	3000
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	5900	2700	6600	3600	4000	3800	2350	6600	1132	1516	5000	3800	2700	4500	2700	4500	2250	2850	2350	3800	2500	3800	1900	3800
FTT 63 $\frac{25}{28\text{-}30}$ 287S	8800 to 8809	6400	2800	7100	3900	4200	4200	2670	7100	1400	1820	5000	4300	3000	5000	3200	5000	2500	3150	2670	4200	2670	4200	2200	4300
MC 57 $\frac{22\text{-}41}{32}$ 464S	3615 to 3619																								

EXPLANATION

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

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. 80 October 6, 1929 STATIONS	Distance from Topliff	
3,503 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	
1,160		20.3	5.1 FAIRFIELD	9.0	
845		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 401 Mixed Leave Daily Ex. Sunday	Distance from Caliente	Time Table No. 80 October 6, 1929 STATIONS	Distance from Pioche	SECOND CLASS 402 Mixed Arrive Daily Ex. Sunday
PWFTY	8.00AM	0.0	DN-R **CALIENTE** CS	32.7	2.30PM
	f	6.0	6.0 PECK	26.7	f
109	f	11.9	5.9 COMET (Spur)	20.8	f
1,492	s 9.13	14.5	2.6 PANACA	18.2	s 1.17
		20.4	5.9 WATER TANK	12.3	
1,051	s 9.48	21.4	1.0 DELMUES	11.3	s 12.42PM
737 WY	10.45AM	32.7	11.3 D **PIOCHE** RM	0.0	11.45AM
	Arrive Daily Ex. Sunday		32.7		Leave Daily Ex. Sunday
	(2.45)		Time		(2.45)
	11.9		Average Speed Per Hour		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 301 Mixed Leave Wednesday	Distance from Milford	Time Table No. 80 October 6, 1929 STATIONS	Distance from Newhouse	SECOND CLASS 302 Mixed Arrive Wednesday
POWFTY	8.00AM	0.0	DN-R **MILFORD** FD	23.5	11.10AM
357		2.0	2.0 MOSCOW (Spur)	21.5	
6,140	f 8.30	6.2	4.2 HICKORY (Spur)	17.3	f 10.40
621	f 8.50	9.9	3.7 SOLUS	13.6	f 10.20
388	9.25AM	16.9	7.0 **FRISCO**	6.6	9.45AM
331 Y		23.5	6.6 **NEWHOUSE**	0.0	
	Arrive Wednesday		23.5		Leave Wednesday
	(1.25)		Time		(1.25)
	11.9		Average Speed Per Hour		11.9

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

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

SPECIAL RULES

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
21	Warner	Points west of Tintic at which train is scheduled to stop
21	St. John	Points west of Tintic at which train is scheduled to stop
21	Beryl	California

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
22	Beryl	California
22	St. John	West of Tintic
22	Warner	West of Tintic

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.
At Sandy No. 19 and No. 20 will register by registering ticket form 2642.
Fillmore Branch trains only will register at Delta.
Cedar City Branch trains only will register at Lund.

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

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

North Yard	Modena	Nephi	Eureka Branch, Silver City Branch, including Tintic Wye and Mammoth Branch, between Mammoth Junction and D. & R. G. W. crossing will be operated under yard limit rules.
Salt Lake City	Crestline	Topliff	
Garfield	Caliente	Fillmore	
Stockton	Sandy	Iron Springs	
Lynndyl	Cutler	Cedar City	
Delta	Provo	Pioche	
Milford			
Lund			

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.

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.

SALT LAKE DIVISION.

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
	Psgr.	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	45		With Mikado type engine.
At any point	40		With Consolidation type engine.
At any point on curved track		25	Steam Derrick.
At any point on tangent track		30	Steam Derrick.
Thru interlocking plants	30	30	Where no other speed restriction is designated.
Within yard limits	30	15	Speed must be as much slower as rules or conditions may require.
Bet. Islen and Minto	12	12	Light engines backing up.
Bet. Islen and Minto	24	24	Light engines moving forward.
Bet. M.P. 460.97 & M.P. 464.05	30	20	
Bet. M.P. 466.06 & M.P. 466.57	30	20	
Bet. M.P. 468.95 & M.P. 477.25	20	20	
Bet. M.P. 478.93 & M.P. 481.77	30	20	
Bet. M.P. 486.66 & M.P. 488.90	30	20	
Bet. M.P. 493.94 & M.P. 497.27	30	20	
Freight line between Buena Vista and Salt Lake	30	30	
Bet. Lynndyl and Juab	40		
Bet. Lynndyl and Juab		25	With 2-10-2 type engine.
Bet. Juab and Provo	45		
Bet. M.P. 676.82 & M.P. 677.88 (Provo Sub-Div.)	30	20	
Bet. M.P. 683.60 & M.P. 684.54 (Provo Sub-Div.)	30	20	
Bet. M.P. 685.53 & M.P. 686.05 (Provo Sub-Div.)	30	20	
Bet. M.P. 691.54 & M.P. 692.53 (Provo Sub-Div.)	30	20	
Bet. M.P. 732.74 & M.P. 733.70 (Provo Sub-Div.)	30	20	
Bet. M.P. 773.31 & M.P. 775.50 (Provo Sub-Div.)	30	20	
Bet. M.P. 777.64 & M.P. 778.17 (Provo Sub-Div.)	30	20	
Pioche Branch	12	12	
Cedar City Branch	45	30	
Frisco Branch	12	12	
Hickory Spur, Hickory	5	5	
Delta Branch	12	12	
Fillmore Branch	35	25	
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	
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.

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

SPECIAL RULES

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

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.

Cars must not be kicked or dropped over any public crossing unless the crossing is protected by a member of the crew and the movement can be safely made.

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.

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

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

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

Railroad Surgeons are located as shown below:

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

SPECIAL RULES

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 stop. 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 Tintic 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.

Retaining valves must be used on all trains Desert Mound to Iron Springs on at least fifty per cent of all loads handled.

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

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.

LIGHT WEIGHT OF PASSENGER CARS

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

SIDINGS AND SPURS NOT ON TIMETABLE

LOCATION	Location Miles from L.A.	Car Capacity	Switch Connections	Flag Stops For Trains
Fourth Subdivision				
Mile Post 472.3	472.3	8	East	Freight Only
Fifth Subdivision				
Billings—Beet Spur	646.1	11	East	Freight Only
Sixth Subdivision				
Poplar Grove				61-62-63-64-65 66-67-68-69-70
Prest-O-Lite Spur	780.9	10	East	Freight Only
Stockton Gravel Pit Spur	743.2			Freight Only
Provo Subdivision				
Parley Ice Plant Spur	677.8	30	East	Freight Only
Lee—Beet Spur	687.8	3	East	Freight Only
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	781.3	10	East	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
Power Plant Spur	31.0	2	West	Freight Only
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, LOS ANGELES, CALIF. APR. 20, 1929