UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division

EMPLOYES' TIME-TABLE

To Take Effect Sunday, June 1, 1930

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

Time Table No. 81
June 1, 1930

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	9.30PM	5.55PM	11.00AM	8.15AM	7.30AM	0.0	SALT LAKE CITY	784.0	12.10PM	5.20PM	8.55PM	6.20AM	4.35PM	7.10AM
		7.43				47.3	PROVO	752.7	10.18AM					
		9.10				89.2	NEPHI	710.8	8.49					
5.20	10.00		11.29AM	8.45	8.03	15.7	GARFIELD	768.3		4.48	8.21	5.44	4.04	6.00
6.50	10.40PM		12.01PM	9.20	8.50	35.8	WARNER	748.2		4.17	7.48	5.04	3.15	4.30
10.05PM	12.12AM		1.17	10.48	10.22AM	85.4	TINTIC	698.6		2.58	6.27	3.28	1.55PM	1.30AM
12.35AM	1.15	10.50PM	2.10	11.50AM		118.1	LYNNDYL	665.9	7.20	2.05	5.30	2.20AM		10.25PM
4.27	3.15	12.27AM	3.42	1.43PM		184.6	BLACK ROCK	599.4	5.27	12.22PM	3.42	11.42PM		6.00
6.30	4.05	1.10	4.20	2.45		207.2	MILFORD	576.8	4.55	11.52AM	3.05	11.00		4.45
7.55	5.30	2.05	5.12	3.40		242.6	LUND	541.4	4.00	10.57	1.55	9.45		2.30
9.30AM	6.42	2.51	5.59	4.27		274.2	MODENA	509.8	3.10	10.16	1.12PM	8.15		12.45PM
12.50PM	8.40AM	3.50	6.50	5.25		324.5	CALIENTE	459.5	1.25AM	8.35	11.30AM	5.45		9.30AM
4.45	12.18PM	6.04	9.04	7.40		400.9	MOAPA	383.1	9.32PM	5.01	7.40	1.15PM		2.25AM
9.30PM	3.00	7.25	10.25PM	9.05PM		449.8	LAS VEGAS	334.2	8.15	3.50	6.25	11.40AM		11.30PM
4.50AM	7.20	10.25AM	1.27AM	12.20AM		548.5	KELSO	235.5	5.00	12.58AM	3.25	7.40		4.15
10.20	10.20	12.20PM	3.20	2.25		620.8	YERMO	163.2	3.10	11.12PM	1.18	4.50		12.15PM
11.15AM	11.10PM	12.55	3.50	2.55		634.2	BARSTOW	149.8	2.35	10.45	12.45AM	4.15		10.20AM
5.20PM	2.35AM	3.20	6.20	5.45		715.3	SAN BERNARDINO	67.3	12.01PM	8.15	10.10PM	1.35		4.30
5.50	2.45	3.28	6.28	5.55		719.0	COLTON	64.3	11.42AM	7.57	9.56	1.15		2.30
6.20	3.10	3.45	6.45	6.15		725.8	RIVERSIDE	57.5	11.30	7.45	9.45	1.00		1.30AM
8.10	4.15	4.26	7.26	7.02		751.3	POMONA	32.0	10.45	7.06	9.05	12.08AM		11.50PM
10.00PM	6.00AM	5.30PM	8.30AM	8.15AM		783.9	LOS ANGELES	0.0	9.40AM	6.05PM	8.00PM	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	(33.30) 23.4	(24.35) 32.5	(22.30) 34.8	(25.00) 31.4	(2.52) 29.8		Time / Average Speed Per Hour		(25.30) 31.4	(22.15) 35.2	(23.55) 32.7	(30.20) 25.8	(2.40) 32.0	(55.40) 14.1

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

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

W. H. SMITH, Superintendent ..... Salt Lake City, Utah
J. T. WARDENBURG, Trainmaster ..... Salt Lake City, Utah
N. E. McKINNON, Trainmaster ..... Milford, Utah
A. J. MOONEY, Chief Train Dispatcher ..... Salt Lake City, Utah
R. M. SEALE, Chief Train Dispatcher ..... Milford, 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
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

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

F. H. KNICKERBOCKER,
General Manager.

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

WESTWARD — PROVO SUBDIVISION — EASTWARD

Time Table No. 81
June 1, 1930

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		STATIONS		Distance from Los Angeles	FIRST CLASS 20 Passenger Arrive Daily	SECOND CLASS 94 Freight Arrive Daily Ex. Monday	SECOND CLASS 96 Freight Arrive Daily
WFYOTP		7.20AM	5.55PM	0.0	DN-R	SALT LAKE CITY	VN-C	800.0	12.10PM	11.59AM	
		8.50AM	f 6.25PM	12.6	DN-R	12.6 SANDY	BR	787.4	f 11.35AM	10.40AM	
2,488 PW		9.15	f 6.35	17.1	D	4.5 DRAPER	A	782.9	f 11.24	10.15	
373 P				22.0		4.9 RIDEOUT	(Spur)	778.0			
3,655 West P 3,453 East		**9.45**	6.47	24.5		2.5 MOUNT		775.5	11.11	**9.45**	
3,503 FWYP		10.20	f 6.57	29.0	D	4.5 **CUTLER**	JN	771.0	f 11.02	9.15	
1,697 P		10.30	s 7.01	30.5	D	1.5 LEHI	HI	769.5	s 10.58	8.55	
2,245 P		**10.50**	s 7.09	33.5	D	3.0 AMERICAN FORK	AF	766.5	s **10.50**	8.30	
I				34.0		0.5 S. L. & U. CROSSING		766.0			
3,702 P		11.20	s 7.17	36.5	D	2.5 PLEASANT GROVE	GO	763.5	s 10.41	7.55	
1,379				38.2		1.7 HARDY	(Spur)	761.8			
807			f	40.9		2.7 VINEYARD		759.1	f		
3,708 P		11.33	7.24	42.6		1.7 LAKEVIEW		757.4	10.31	7.30	
				42.7		0.1 D. & R. G. W. CROSSING		757.3			
FWPOTY	7.30AM	11.55AM	s 7.43	47.3	DN-R	4.6 **PROVO**	VO UR	752.7	s 10.18	7.00AM	9.55AM
733	7.40		f 7.51	52.0		4.7 SPRINGVILLE		748.0	f 10.02		9.40
1,601 P	7.55		s 8.00	55.6	D	3.6 SPANISH FORK	SF	744.4	s 9.56		9.30
2,702 P	8.03		8.05	58.4		2.8 BENJAMIN		741.6	9.49		9.20
2647 PWOY	8.25		s 8.16	63.2	D	4.8 PAYSON	CN	736.8	s 9.42		9.10
545				67.4		4.2 BARRY		732.6			
2,686 P	**8.50**		f 8.30	69.3		1.9 SANTAQUIN		730.7	f 9.29		**8.50**
1,431 P	**9.23**		8.36	72.0		2.7 YORK		728.0	**9.23**		8.40
2,665 PW	9.40		f 8.46	78.0		6.0 STARR		722.0	f 9.13		8.28
827			f 8.53	81.6		3.6 MONA		718.4	f 9.02		
2,214 P	9.55		8.56	83.3		1.7 BURRISTON		716.7	8.59		8.15
2,650 PWY	10.50		s 9.10	89.2	D	5.9 **NEPHI**	NI	710.8	s 8.49		8.00
2,712 P	11.10		9.22	96.4		7.2 SHARP		703.6	8.35		7.35
290			f 9.31	101.0		4.6 LEVAN	(Spur)	699.0	f 8.26		
2,679 PW	11.30		s 9.39	103.7	D	2.7 JUAB	JA	696.3	s 8.20		7.20
2,636 PW	11.50AM		f 9.51	110.7		7.0 MILLS		689.3	f 8.07		7.00
1,310 P	12.20PM		10.07	118.9		8.2 PARLEY		681.1	7.50		6.35
646 P				121.0		2.1 SOMA		679.0			
1,511 P	12.50		s 10.27	128.7		7.7 LEAMINGTON		671.3	s 7.30		6.15
223				131.1		2.4 MACK	(Spur)	668.9			
PFTWY	1.10PM		10.40PM	134.1	DN-R	3.0 **LYNNDYL**	NY	665.9	7.20AM		6.00AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			134.1			Leave Daily	Leave Daily Except Monday	Leave Daily
	(5.40) 15.3	(4.35) 10.3	(4.45) 28.2			Time / Average Speed Per Hour			(4.50) 27.7	(4.59) 9.5	(3.55) 22.1

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

Trains are governed by O. S. L. R. R. joint time table and rules between Sandy and Salt Lake City; Time shown at Salt Lake City is for information only.

SIXTH SUBDIVISION—WESTWARD

Time Table No. 81

June 1, 1930

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 69 Passenger Leave Daily	FIRST CLASS 3 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	9.00AM									0.0	DN-R NORTH YARD C	Freight Line
											1.1	1.1 S. L. G. & W. CROSSING	
											1.2	0.1 D. & R. G. W. CROSSING	
											2.3	1.1 WESTERN PAC. CROSSING	
	4.20	9.30									4.4	2.1 DN BUENA VISTA BE	
PFWTYO			10.45PM	9.30PM	7.00PM	2.45PM	11.00AM	8.15AM	7.30AM	6 45AM	0.0	DN-R SALT LAKE CITY VN	Passenger Line
			10.52PM	9.37PM	7.07PM	2.52PM	11.07AM	8.22AM	7.37AM	6.53AM	1.3	1.3 EIGHTH SOUTH ST.	
I											1.5	0.2 D. & R. G. W. CROSSING	
											1.6	0.1 D. & R. G. W. CROSSING	
821								8.24			2.0	0.4 ENAMEL (Spur)	
3,887 P 2,991	4.20	9.30	s 11.00	f 9.45	s 7.15	s 3.00	11.15	8.30	s 7.44	s 7.01	4.8	2.8 DN BUENA VISTA BE	
4,781 P	4.33 4.56	9.45	f 11.08	f 9.52	f 7.24	f 3.08	11.22	8.38	f 7.51	f 7.10	10.3	5.5 RITER	
3,159 PW	5.20	10.05	s 11.16	s 10.00	s 7.34	s 3.16	11.29	8.45	s 8.03	s 7.18	15.7	5.4 DN GARFIELD GF	
I											16.9	1.2 B. & G. CROSSING	
924			s 11.20		s 7.38	s 3.20			s 8.12	s 7.22	17.2	0.3 SMELTER	
PY			11.23PM		7.42PM	3.23PM			f	7.25AM	18.0	0.8 R WYE	
4,844 P	5.32	10.20		f 10.10			11.36	8.52	f 8.17		19.6	1.6 LAKE POINT	
3,485 P	5.45	10.40		f 10.17			11.42	8.59	f 8.24		23.5	3.9 MORRIS	
4,558 PW	6.10	11.05		f 10.24			11.48	9.06	f 8.31		27.6	4.1 ERDA	
4,506 P	6.30	11.30AM		f 10.31			11.54AM	9.13	f 8.38		31.7	4.1 SHIELDS	
3,782 PY	6.50	12.01PM		s 10.40			12.01PM	9.20	s 8.50		35.8	4.1 D WARNER DU	
2,181 P									f		39.2	3.4 BAUER	
6,270 PW	7.39	12.35		s 10.55			12.12	9.32	s 9.02		41.4	2.2 DN STOCKTON KN	
4,803 P	7.55	12.55		f 11.05			12.21	9.42	s 9.12		47.9	6.5 D ST. JOHN SJ	
4,608 P	8.07	1.10		f 11.15			12.30	9.52	f 9.22		54.8	6.9 AJAX	
2,619 PW 3,605	8.25	1.35		f 11.25			12.38	10.02	s 9.33		60.7	5.9 D FAUST F	
4,557 P	8.50	2.25		f 11.37			12.47	10.13	f 9.43		66.8	6.1 PEHRSON	
4,551 P	9.05	2.40		f 11.44			12.53	10.19	f 9.49		69.9	3.1 DUNBAR	
4,583 PW	9.25	3.20		f 11.51PM			12.59	10.26	f 10.00		74.1	4.2 LOFGREEN	
3,725 P 3,767	9.45	3.45		f 12.01AM			1.09	10.37	f 10.10		79.8	5.7 BOULTER	
302									f		83.4	3.6 KNIGHT (Spur)	
3,561 2,584 PFWYO	10.05	4.05		s 12.12			1.17	s 10.48	10.22AM		85.4	2.0 DN-R TINTIC U	
4,563 P	10.17	4.20		f 12.22			1.26	10.58			92.1	6.7 McINTYRE	
3,571 PW	10.30	4.35		f 12.32			1.36	11.09			98.7	6.6 N JERICHO JC	
4,449 P	10.41	4.47		f 12.40			1.44	11.17			104.5	5.8 DYER	
3,599 P	10.50	4.56		f 12.46			1.50	11.23			109.0	4.5 CHAMPLIN	
4,786 P	10.58	5.05		f 12.53			1.55	11.28			113.0	4.0 ADAMS	
PFWTY	11.15PM	5.20PM		1.05AM			2.05PM	11.40AM			118.1	5.1 DN-R LYNNDYL NY	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		118.1	
	(7.45) 15.2	(8.20) 14.1		(0.38) 29.4	(3.35) 32.9	(0.42) 25.7	(0.38) 28.4	(3.05) 38.3	(3.25) 34.5	(2.52) 29.6	(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.

Time shown at Salt Lake City is for information only; Trains are governed by O. S. L. R. R. joint time table and rules between Salt Lake City and Eighth South Street.

SIXTH SUBDIVISION—EASTWARD

Time Table No. 81
June 1, 1930

	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	6.20AM	8.35AM	4.35PM	5.11PM	5.20PM	8.45PM	8.55PM	12.34AM		
	1.3												
	EIGHTH SOUTH ST.		782.7	6.12AM	8.27AM	4.27PM	5.03PM	5.13PM	8.37PM	8.47PM	12.26AM		
	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 6.04	s 8.19	s **4.20**	s 4.55	5.04	s 8.27	8.39	s 12.18	2.15	6.25
	5.5												
	RITER		773.7	f 5.53	f 8.11	f 4.12	f **4.47**	**4.56**	f 8.18	8.30	f 12.10	2.03	6.12
	5.4												
DN	**GARFIELD**	GF	768.3	s 5.44	s **8.03**	s 4.04	s 4.39	4.48	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 5.35		f 3.48		4.42		8.15		1.40	5.48
	3.9												
	MORRIS		760.5	f 5.25		f 3.37		4.35		8.08		1.30	5.35
	4.1												
	ERDA		756.4	f **5.18**		f 3.28		4.29		8.01		1.20	**5.18**
	4.1												
	SHIELDS		752.3	f 5.11		f 3.21		4.23		7.54		1.10	4.45
	4.1												
D	**WARNER**	DU	748.2	s 5.04		s 3.15		4.17		7.48		12.57	4.30
	3.4												
	BAUER		744.8			f							
	2.2												
DN	STOCKTON	KN	742.6	f 4.52		s 3.05		4.09		**7.39**		12.25	4.00
	6.5												
D	**ST. JOHN**	SJ	736.1	f 4.40		s 2.54		3.59		7.29		12.02AM	3.32
	6.9												
	AJAX		729.2	f 4.28		f 2.44		3.50		7.19		11.45PM	3.15
	5.9												
D	FAUST	F	723.3	f 4.17		s 2.35		3.41		7.10		**11.25**	3.00
	6.1												
	PEHRSON		717.2	f 4.05		f **2.25**		3.32		7.00		10.59	2.40
	3.1												
	DUNBAR		714.1	f 3.59		f 2.20		3.27		6.54		10.51	2.25
	4.2												
	LOFGREEN		709.9	f 3.51		f 2.13		**3.20**		6.47		10.42	2.15
	5.7												
	BOULTER		704.2	f 3.40		f 2.04		3.09		6.38		10.30	2.00
	3.6												
	KNIGHT	(Spur)	700.6			f							
	2.0												
DN-R	**TINTIC**	U	698.6	s 3.28		1.55PM		2.58		f 6.27		**10.05**	1.30
	6.7												
	McINTYRE		691.9	f 3.12				2.46		6.13		9.15	1.00
	6.6												
N	JERICHO	JC	685.3	f 3.00				2.35		6.02		8.45	**12.32AM**
	5.8												
	DYER		679.5	f 2.47				2.25		5.51		8.12	11.40PM
	4.5												
	CHAMPLIN		675.0	f 2.38				2.19		5.45		7.50	11.18
	4.0												
	ADAMS		671.0	f 2.30				2.13		5.39		7.28	**10.58**
	5.1												
DN-R	**LYNNDYL**	NY	665.9	2.20AM				**2.05PM**		5.30PM		7.00PM	10.25PM
	118.1			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time			(4.00)	(1.00)	(2.40)	(1.11)	(3.15)	(0.44)	(3.25)	(0.54)	(8.00)	(8.45)
	Average Speed Per Hour			29.5	18.0	32.1	15.1	36.3	24.5	34.5	20.0	14.7	13.4

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.

Time shown at Salt Lake City is for information only; Trains are governed by O. S. L. R. R. joint time table and rules between Salt Lake City and Eighth South Street.

WESTWARD — FIFTH SUBDIVISION — EASTWARD

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	Time Table No. 81 June 1, 1930 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		7.00PM	12.35AM	10.50PM	2.10PM	11.50AM	1.15AM	118.1	DN-R **LYNNDYL** NY	665.9	7.10AM	1.55PM	5.20PM	2.10AM	5.55PM	9.25PM
3,507	P		7.15	12.50	10.59	2.19	11.59AM	f 1.24	123.7	5.6 CLINE	660.3	6.57	1.45	5.10	f 1.59	5.35	9.05
4,743	P		7.30	1.05	11.05	2.25	12.05PM	f 1.31	128.5	4.8 STRONG	655.5	6.50	1.39	5.04	f 1.52	5.20	8.55
2,448 4,679	PWY		7.50	**1.40**	s 11.14	2.34	s 12.15	s **1.40**	134.6	6.1 DN **DELTA** AK	649.5	s 6.41	1.30	s **4.56**	s **1.40**	**4.56**	8.35
3,628	P		**8.20**	2.10	f 11.25	2.41	f 12.24	s 2.05	139.6	5.0 DN OASIS S	644.4	f 6.30	1.21	f 4.46	s 1.17	4.25	**8.20**
4,596	P		8.30	2.20	11.31	2.47	12.30	f 2.12	144.1	4.5 VAN	639.9	6.23	1.15	4.39	f 1.09	4.15	8.10
3,973	P		8.40	2.30	11.37	2.53	12.36	f 2.18	148.5	4.4 JEROME	635.5	6.17	1.09	4.33	f 1.03	4.05	8.00
3,987	PW		9.05	2.50	f 11.44	2.59	f 12.43	s 2.26	153.0	4.5 DN CLEAR LAKE CK	631.0	f 6.11	1.03	f 4.27	s 12.55	3.55	7.45
4,553	P		9.30	3.10	11.51	3.06	**12.56**	f 2.33	158.1	5.1 NEELS	625.9	6.04	**12.56**	4.20	f 12.45	3.35	7.22
4,563	P		9.55	3.27	11.58PM	**3.13**	1.08	f 2.40	163.0	4.9 BORDEN	621.0	5.57	12.49	4.14	f 12.36	**3.13**	7.10
3,628	P		10.25	3.50	12.07AM	3.22	1.21	f 2.50	169.4	6.4 BLOOM	614.6	5.48	12.41	4.05	f 12.25	2.35	6.50
4,538	P		10.45	4.03	**12.13**	3.28	1.28	f 2.59	174.4	5.0 CRUZ	609.6	5.41	12.35	3.59	f **12.13**AM	2.20	6.35
4,506	P		11.00	4.15	12.20	3.35	1.35	f 3.07	179.4	5.0 PUMICE	604.6	5.34	12.29	3.53	f 11.53PM	2.00	6.15
4,582	PW		**11.42**PM	4.27	f 12.27	**3.42**	f **1.43**	s 3.15	184.6	5.2 DN BLACK ROCK KO	599.4	f 5.27	12.22	f **3.42**	s **11.42**	**1.43**	6.00
4,492	P		12.01AM	4.42	12.33	3.48	1.51	f 3.24	189.3	4.7 MALONE	594.7	5.20	12.16	3.31	f 11.30	1.15	5.45
3,600	P		12.15	4.52	12.39	3.54	1.58	f 3.30	194.3	5.0 READ	589.7	5.13	12.10	3.25	f 11.23	1.02	5.33
4,533	P		12.25	**5.07**	12.45	4.00	2.04	f 3.36	198.9	4.6 ZENDA	585.1	**5.07**	12.04PM	3.19	f 11.16	12.53	5.20
3,588	P		12.35	5.17	12.50	4.05	2.09	f 3.41	203.0	4.1 OPAL	581.0	5.02	11.59AM	3.13	f 11.10	12.45	5.05
	PFWTYO		12.50AM	5.35AM	1.00AM	4.15PM	2.20PM	3.52AM	207.2	4.2 DN-R **MILFORD** FD	576.8	4.55AM	11.52AM	3.05PM	11.00PM	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
			(5.50)	(5.00)	(2.10)	(2.05)	(2.30)	(2.37)		Time		(2.15)	(2.03)	(2.15)	(3.10)	(5.25)	(4.40)
			15.2	17.8	41.1	42.7	35.6	34.0		Average Speed Per Hour		39.6	43.4	39.8	28.1	16.4	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

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. 81 June 1, 1930 STATIONS	Distance from Fillmore
	YWP		0.0	D **DELTA** AK	32.2
911			8.7	8.7 HARDING	23.5
932			15.5	6.8 McCORNICK	16.7
1689			21.7	6.2 GREENWOOD	10.5
468			24.8	3.1 EDWARDS (Spur)	7.4
473			27.3	2.5 FLANDRO (Spur)	4.9
1492	YW		32.2	4.9 D **FILLMORE** FI	0.0
				32.2	

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. 81 June 1, 1930 STATIONS	Distance from Lucerne
2,448 4,679	PWY		0.0	D **DELTA** AK	13.6
776			3.3	3.3 STEELE (Spur)	10.3
			4.6	1.3 **MOODY**	9.0
629			5.2	0.6 ERWIN (Spur)	8.4
1,355			6.7	1.5 ABBOTT (Spur)	6.9
1,009			8.4	1.7 WILSON (Spur)	5.2
1,003			9.3	0.9 GORDON (Spur)	4.3
1,298				2.2 SUGARVILLE (Spur	2.1
	Y		13.6	2.1 **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. 81 June 1, 1930 STATIONS
			MOODY
501			1.5 LAMOTO
508			1.8 **HINCKLEY**
			3.3

FOURTH SUBDIVISION

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	Time Table No. 81 June 1, 1930 STATIONS	Distance from Los Angeles
PTYFWO	2.30AM	6.30AM	4.20PM	**2.45PM**	4.05AM	1.10AM	207.2	DN-R **MILFORD** FD	576.8
5,103 P	2.45	6.45	4.28	2.53	f 4.15	1.19	212.3	5.1 UPTON	571.7
3,618 P	3.00	6.57	4.35	3.00	f **4.33**	1.26	217.4	5.1 LAHO	566.6
3,638 PW	3.15	7.07	4.41	3.06	f 4.42	1.32	222.4	5.0 THERMO	561.6
4,593 P	3.30	7.22	4.50	**3.15**	f 4.51	1.42	229.2	6.8 NADA	554.8
3,670 P	3.40	7.30	4.56	3.21	f 4.57	1.48	233.5	4.3 LATIMER	550.5
4,639 P	**4.06**	7.38	5.02	3.27	f 5.03	1.54	238.2	4.7 KERR	545.8
4,160 PFWY	4.45	7.55	5.12	s 3.40	s 5.30	s 2.05	242.6	4.4 DN **LUND** UN	541.4
3,624 P	5.10	8.10	5.20	3.49	f 5.41	2.14	247.6	5.0 FORD	536.4
4,762 P	5.25	8.20	5.27	3.55	f 5.51	2.20	252.5	4.9 ZANE	531.5
3,619 PW	5.40	**8.40**	5.34	4.01	s 6.02	2.26	257.3	4.8 D BERYL BY	526.7
3,608 P	**6.12**	8.55	5.41	4.08	f **6.12**	2.33	262.9	5.6 YALE	521.1
4,563 P	6.35	9.10	5.48	4.15	f 6.22	2.40	268.2	5.3 HEIST	515.8
4,853 FWYP	7.05	9.30	5.59	f 4.27	s 6.42	2.51	274.2	6.0 DN MODENA NA	509.8
3,575 P	**7.25**	9.38	6.06	4.33	f 6.51	**3.00**	278.1	3.9 TOMAS	505.9
3,649 P	7.40	**10.00**	6.13	4.40	f 7.00	3.08	282.8	4.7 UVADA	501.2
2,510 P	8.00	10.20	6.19	4.46	f **7.07**	3.14	286.2	3.4 LIEN	497.8
5,507 PY	8.30	10.50	6.29	4.57	f 7.20	3.25	290.3	4.1 DN CRESTLINE NE	493.7
4,800 P	8.42	11.05	6.36	5.07	f 7.31	3.32	294.7	4.4 BROWN	489.3
3,615 PW	8.55	**11.25**	6.44	5.17	f 7.42	3.41	299.4	4.7 ACOMA	484.6
3,588 P	**9.18**	11.40AM	**6.53**	5.27	f 7.54	3.51	305.4	6.0 BARCLAY	478.6
4,947 PY	9.40	**12.06PM**	7.00	5.35	f 8.05	4.00	308.7	3.3 DN ISLEN SN	475.3
4,454 P	**10.10**	12.35	7.19	5.54	f 8.25	4.19	315.6	6.9 MINTO	468.4
4,836 P	10.25	12.50	7.27	**6.03**	f **8.45**	4.27	319.7	4.1 ECCLES	464.3
PFWYT	10.45AM	1.10PM	7.40PM	6.15PM	9.05AM	**4.40AM**	324.5	4.8 DN-R **CALIENTE** CS	459.5
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		117.3	
	(8.15) 14.2	(6.40) 17.5	(3.20) 35.1	(3.30) 33.5	(4.50) 24.2	(3.30) 33.5		Time / Average Speed Per Hour	

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
4.50AM	11.46AM	**2.45PM**	10.45PM	11.05AM	4.05PM
4.40	11.37	2.36	f 10.34	10.45	3.50
4.33	11.30	2.29	f 10.26	10.35	3.40
4.27	11.24	2.22	f 10.17	10.25	3.30
4.18	11.15	2.13	f 10.07	10.10	**3.15**
4.12	11.09	2.07	f 10.00	10.00	2.50
4.06	11.03	2.01	f 9.53	9.52	2.40
s 4.00	10.57	s 1.55	s 9.45	9.40	2.30
3.45	10.50	1.46	f 9.07	9.05	2.05
3.39	10.44	1.40	f 8.58	8.53	1.55
3.33	10.38	1.34	s 8.48	**8.40**	1.45
3.26	10.31	**1.27**	f 8.36	8.08	**1.27**
3.19	10.24	1.20	f 8.26	7.58	1.00
3.10	10.16	f 1.12	s 8.15	7.45	12.45
3.00	10.06	1.02	f 7.56	**7.25**	12.25
2.52	**10.00**	12.56	f 7.48	7.15	12.15
2.46	9.54	12.50	f 7.39	**7.07**	12.05PM
2.37	9.45	12.41	f 7.28	6.40	11.55AM
2.28	9.37	12.32	f 7.17	6.20	11.40
2.19	9.28	12.23	f 7.07	6.05	**11.25**
2.09	**9.18**	12.13	f **6.53**	5.50	10.58
2.02	9.11	**12.06PM**	f 6.30	5.40	10.45
1.43	8.52	11.47AM	f 6.10	5.10	**10.10**
1.35	**8.45**	11.39	f **6.03**	4.55	9.55
1.25AM	8.35AM	11.30AM	5.45PM	**4.40AM**	9.30AM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(3.25) 34.3	(3.14) 36.2	(3.15) 36.0	(5.00) 23.4	(6.25) 18.2	(6.35) 17.8

Time / Average Speed Per Hour

Mountain Time

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

CEDAR CITY BRANCH

WESTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS 103 Passenger Leave Daily	Distance from Lund	Time Table No. 81 June 1, 1930 STATIONS	Distance from Cedar City
YFWP	5.40AM	0.0	DN-R **LUND** UN	32.5
1,721 P	f 5.59	9.4	9.4 AVON	23.1
3,979 WOYP	s 6.30	21.0	11.6 D IRON SPRINGS GS	11.5
1,227 P	f 6.40	25.2	4.2 HALIVAH	7.3
P	f	30.3	5.1 STOCK YARDS (Spur)	2.2
1,440 Loop WP	7.00AM	32.5	2.2 D-R **CEDAR CITY** CD	0.0
	Arrive Daily		32.5	
	(1.20) 24.4		Time / Average Speed Per Hour	

EASTWARD

FIRST CLASS 104 Passenger Arrive Daily
9.30PM
f 9.13
s 8.54
f 8.44
f
8.30PM
Leave Daily
(1.00) 32.5

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

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. 81 June 1, 1930 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. 81 June 1, 1930 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: 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. 81 June 1, 1930 STATIONS	Distance from Mammoth	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			
		11.01AM	0.8	L.A. & S.L. & D. & R.G.W. CROSSING	0.8	11.14AM	
				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.

Time shown at L. A. & S. L. and D. & R. G. W. crossing and Mammoth is for information only.

Trains are governed by D. & R. G. W. R. R. time table between L. A. & S. L. and D. & R. G. W. crossing and Mammoth.

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.

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. 81 June 1, 1930 STATIONS			Distance from Topliff		
3,503	PFWY		0.0	D	CUTLER	JN	29.3		
			1.9		1.9				
			1.9		S. L. & U. CROSSING		27.4		
			0.7		0.7				
			2.6		ROBERTS	(Spur)	26.7		
			2.3		2.3				
			4.9		CLINTON		24.4		
			2.3		2.3				
			7.2		WEBB		22.1		
			8.0		8.0				
450	W		15.2		CEDAR FORT		14.1		
			5.1		5.1				
1,160			20.3		FAIRFIELD		9.0		
			3.3		3.3				
845			23.6		5 MILE PASS		5.7		
			5.7		5.7				
2,024	PYW		29.3		TOPLIFF		0.0		
					29.3				

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	Distance from Milford	Time Table No. 81 June 1, 1930 STATIONS			Distance from Newhouse	SECOND CLASS 302 Mixed
POWFTY	8.00AM	0.0	DN-R	MILFORD	FD	23.5	11.10AM
				2.0			
357		2.0		MOSCOW	(Spur)	21.5	
				4.2			
6,130	f 8.30	6.2		HICKORY	(Spur)	17.3	f 10.40
				3.7			
621	f 8.50	9.9		SOLUS		13.6	f 10.20
				7.0			
388	9.25AM	16.9		FRISCO		6.6	9.45AM
				6.6			
331 Y		23.5		NEWHOUSE		0.0	
	Arrive Wednesday			23.5			Leave Wednesday
(1.25)				Time			(1.25)
11.9				Average Speed Per Hour			11.9

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	Distance from Caliente	Time Table No. 81 June 1, 1930 STATIONS			Distance from Pioche	SECOND CLASS 402 Mixed
PWFTY	9.20AM	0.0	DN-R	CALIENTE	CS	32.7	3.50PM
				6.0			
	f	6.0		PECK		26.7	f
				5.9			
109	f	11.9		COMET	(Spur)	20.8	f
				2.6			
1,492	s 10.33	14.5		PANACA		18.2	s 2.37
				5.9			
		20.4		WATER TANK		12.3	
				1.0			
1,051	s 11.08AM	21.4		DELMUES		11.3	s 2.02
				11.3			
737 WY	12.05PM	32.7	D	PIOCHE	RM	0.0	1.05PM
	Arrive Daily Ex. Sunday			32.7			Leave Daily Ex. Sunday
(2.45)				Time			(2.45)
11.9				Average Speed Per Hour			11.9

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

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

SALT LAKE DIVISION

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 .....Gordon Jewelry Co.
Caliente .....Gordon Jewelry Co.
Cedar City .....Gordon Jewelry Co.

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
Provo .....Local Freight 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.

9 (R). Lights will not be kept burning at night on switch stands on the Pioche, Frisco, Fillmore, Delta, Hinckley, Eureka, Mammoth, Silver City, and Fairfield branches. On those branches trains must approach all facing point switches prepared to stop and must know that switches are in proper position before passing over them.

10 (H). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

10 (R). By day and by night, a red, yellow or green light is displayed on color light block signals. See rule 526 (A).

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

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 yard 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.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

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

When a clearance card is received at Salt Lake City by the only section of a westward 6th subdivision train it will confer the same authority as when received at its initial station.

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.

Cedar City Branch trains only will register at Lund.

90 (R). Passenger trains, when meeting at Milford, will use the siding which extends 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
Salt Lake City
Garfield
Stockton
Lynndyl
Delta
Milford
Lund
Modena
Crestline
Caliente
Sandy
Cutler
Provo
Nephi
Topliff
Fillmore
Iron Springs
Cedar City
Pioche
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.

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). JUNCTIONS AND 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. 767.1	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 Br. (M. P. 2.41)	D.& R.G.W.	D.& R.G.W.	
Fairfield Br. (M. P. 1.85)	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. 0.67)	D.& R.G.W.	D.& R.G.W.	Interlocking Plant
Ironton (M. P. 0.75)	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 (G). When a train encounters any dangerous defects 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.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or a trainman (and not more than one) must ride on leading footboard of engine in direction the engine is moving, except where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly line.

Employes are prohibited from riding:

(a) On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make coupling between engine and first car;

(b) On leading footboard while coupling engine to cars;

(c) On engine pilots;

(d) On deadwood, drawbars, brake beams, journal boxes and brake wheels;

(e) On ends of cars containing loads which may shift.

A trainman will ride the rear of tank of a road engine backing up without cars when switching at stations or moving in yards.

103 (B). Air brakes must be working on all cars before starting up inclines leading to sugar beet trestles, or oil unloading facilities.

104 (R). Switches will be set normally—

At east end Islen siding spring switch for main track, speed restrictions for eastward trains leaving passing track 15 miles an hour and for trains using main track, both directions, twenty (20) miles an hour.

At east end Cedar City Loop, spring switch for westward trains, speed restrictions ten (10) miles an hour.

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:

(The speed shown under heading of "Psgr." includes mail and express trains and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psgr.	Frt.	
At any point	50	35	
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	15	15	Dead engines with side rods or main rods down.
At any point	25	25	Dead engines with side rods and main rods in place, unless otherwise restricted.
At any point on curved track		25	Steam derrick, cranes, hoists, ditchers and pile drivers.

152 (R). Continued.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psgr.	Frt.	
At any point on tangent track		30	Steam derrick, cranes, hoists, ditchers and pile drivers.
Passing open train order offices		20	
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. 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	
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	
Bet. Topliff and A.S.& R. Quarry	15	15	
Lake Point		15	On High Line.
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.
Cedar City loop	10	10	Over spring switch.
Islen east end	20	20	Over spring switch. Trains on main track, in both directions.
Islen east end	15	15	Eastward trains leaving passing track.

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.

221 (R). 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 (E). Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal, 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 (14*b*) must be given before the train proceeds.

509 (G). On single track, when a light engine or motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing one torpedo one-fourth mile from rear of train, it may proceed 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, without sending a flagman ahead.

509 (H). When a train is stopped by a block signal at a meeting or passing point on single track under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), if the engineman of the train which is stopped is verbally informed by a trainman of the train on the siding that his train has more cars than the siding will hold, the train which is to use the main track may proceed at slow speed 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, without sending a flagman ahead.

509 (R). When a block signal displays stop indication due to switch being set to permit a train 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 block signal, upon receiving proper signal from trainman or switch tender.

525. If a block signal fails to indicate "stop" or "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.

525 (A). If a block signal fails to indicate "stop" or "caution" when a light engine, or a motor train with only one trainman, enters a block, the Train Dispatcher must be notified from the first available point of communication, and report must be sent to the Superintendent by wire.

526 (A). By day or by night, if the light is not burning on a color light block signal, trains and engines must stop, and be governed by Rules 509 (A), 509 (B) and 509 (E) on single track and by Rule 509 (C) on double track.

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on the front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

713 (R). Operators will arrange to be out in front of the office when trains are passing, using a white light at night and exchange signals with a member of the train crew so that if operator should discover anything wrong with the train, he will be in a position to signal crew to stop.

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 trip passes issued in favor of officers and employes, unless endorsed otherwise and trip passes in favor of employes when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop, when employes 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.

SPECIAL RULES

802 (A). When one or more cars are being switched or pushed over a road crossing not protected by watchman or employe assigned as such, a member of the crew must precede the movement and act as crossing watchman. He should not get on the leading end of car until it has passed over the crossing. This rule will also apply to back-up movement of road engine where a man is required to ride rear of tank.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

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

When there is ample room, crossing must be cut so as to leave an open space of one hundred feet each side of crossing.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 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 practicable, as per rule 824, freight trains 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	—Westward.
	—Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Tintic in which case stop will be made at Boulter and inspection made.
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	PLACE	TERRITORY
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.
	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.
William Baker	Assistant Surgeon.	Fillmore	Fillmore to Delta.
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.

865 (A). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives or other dangerous articles, must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded, placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must not be nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pick-up, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at way stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid," nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive or motor car, or caboose, nor next to gondola or flat cars when lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

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

Drover cars,
Scale test cars,
Cars with emergency drawbars,
Outfit cars,
Emigrant movables,
All wooden underframe cars,
Any car tagged with Form 4725 reading "Handle only at rear end of train."

Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars.

Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

(a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.

(b) When containing live stock or perishables, may be chained or in train and handled to first repair point.

(c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride car.

A red flag by day or a red light at night, must be displayed on the rear of any car handled behind caboose.

877 (A). Employes must not go out on exterior of cab, nor hang out from gangway or step, of a moving engine for any purpose. When this 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 required by air brake rule 1041.

887 (R). Air brake test as required by air brake rules 1040, 1041, 1042, 1043, will be made on all trains where conditions require road train brake test.

Air brake test as required by special rule 887 (T) will be made on all freight trains at the following points:

Crestline	—Westward;
Tintic	—Eastward and westward where angle cock has been turned and hose separated;
Boulter	—Eastward and westward where angle cock has been turned and hose separated;
Mount	—Eastward and westward where angle cock has been turned and hose separated.

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

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 5 head retaining valves and every third one throughout train.

More than 35 tons per car or less than 50 tons per car, use 5 head retaining valves and every other one throughout the train.

More than 50 tons per car, use all retaining valves.

To ascertain average number of tons per car in train, divide tonnage in train by the total number of cars being handled.

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

Retaining valves must be used on all trains as required by Air Brake Rule 1077 (A) as follows:

Pioche to M. P. 30;
M. P. 27 to M. P. 22 Pioche Branch;
Frisco to Milford;
Frisco to Newhouse;
Eureka to Tintic;
Mammoth to Tintic;
Silver City to Tintic;
Desert Mound to Iron Springs on at least 50% of all loads handled.

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 (A).

887 (T). 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.

888 (A). While passing through cities, towns and yards, 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). 5500-7800-8800 Class engines must not be operated on the following tracks:

Buena Vista	—Old Siding.
Wye	—Wye Tracks.
Lake Point	—A. S. & R. Spur.
Warner	—East leg of Wye.
Bauer	—Mill Spur.
Stockton	—Gravel Pit Tracks.
Knight	—Spur.
Tintic	—Tracks 1 and 2 alongside Eureka Branch.
Lynndyl	—Sand Pit Tracks.
Delta	—East leg of Wye.
	—East and west lead to sugar factory beyond Standard Oil Spur.
	—Hal Oil Spur beyond a point 380 feet from switch.
M. P. 472.3	—Spur.
Caliente	—Dike Track.
Draper	—Sand Spur.
M. P. 781.26 West of Draper	—Sand Spur.
Mount	—Gravel Pit Tracks.
	—Heiselt's Spur.
Lehi	—Sugar factory tracks and beet trestles.
American Fork	—Chipman's Spur.
	—Co-op Spur.
	—Thornton Spur.

896 (R). Continued.

Pleasant Grove	—Lumber Spur.
Hardy	—Beet trestles.
Cutting Plant M. P. 754.8	—Spur Track.
Provo	—Wye.
	—Texas Oil Spur.
	—Gas Plant Spur.
	—Bullock's Spur.
Payson	—Sugar factory spurs.
	—West switch scale track.
	—Old coal track.
	—Wye.
	—Stock track.
York	—Gravel Pit Spur.
Nephi	—East and west leg of wye.
	—Mill and Oil Spur.
	—East end team track.
Levan	—Spur.
Parley Ice Plant	—Spur.
Delta Branch	—All tracks.
Hinckley Branch	—All tracks.
Fillmore Branch	—All tracks.
Frisco Branch	—All tracks.
Cedar City	—Oil track No. 12.
	—Commissary Spur.
	—Lead to freight house track No. 6, main track switch.
Pioche Branch	—All tracks west of Bridge 0.68.
Fairfield Branch	—All tracks west of M. P. 1.00.

2700 Class engines must not be operated on the following tracks:

Buena Vista	—Old siding.
Lynndyl	—Sand pit.
Delta	—East leg of wye.
	—East and west lead to sugar factory beyond Standard Oil Spur.
M. P. 781.26 West of Draper	—Sand spur beyond a point 540 feet from switch.
Mount	—All pit tracks.
Lehi	—Sugar factory tracks and beet trestles.
American Fork	—Chipman's Spur.
	—Co-op Spur.
	—Thornton Spur.
Hardy	—Beet trestles.
Cutting Plant M. P. 754.8	—Beet trestles.
Provo	—Wye.
	—Texas Oil Spur.
	—Bullock's Spur.
Payson	—Wye.
	—All beet trestles.
	—Old coal track.
	—Scale track No. 17, west switch taking out of sugar factory lead.
	—Stock track.
York	—Gravel pit spur.
Nephi	—East leg of wye.
	—East end of team track.
Parley Ice Plant	—Spur, beyond boiler house.
Delta Branch	—All tracks.
Fillmore Branch	—All tracks.
Frisco Branch	—All tracks.
Pioche Branch	—All tracks.

896 (R). Continued.

Cedar City	—Oil track No. 12.
	—Lead to freight house track No. 6, main track switch.
	—Commissary Spur.

6009 Class engines must not be operated on the following tracks:

Delta	—East and west lead to sugar factory beyond Standard Oil Spur.
	—Hal Oil Spur beyond a point 380 feet from switch.
M. P. 781.26 West of Draper	—Sand Spur, beyond a point 540 feet from switch.
American Fork	—Thornton Spur.
Hardy	—Beet trestles.
Cutting Plant M. P. 754.8	—Beet trestles.
Provo	—Texas Oil Spur.
Payson	—North Beet trestle.
York	—Gravel pit spur except on special authority.
Parley Ice Plant	—Spur, beyond boiler house.
Hickory	—Spur track.
Newhouse	—End of branch track. Engines must not go beyond old water column.
Pioche Branch	—Light Consolidation engines permitted. Heavy Consolidation engines not permitted west of bridge 0.68.

3150 and 3176 Class engines must not be operated on the following tracks:

Buena Vista	—Old siding.
Lynndyl	—Sand pit.
Delta	—East leg of wye.
	—East and west lead to sugar factory beyond Standard Oil Spur.
M. P. 781.26 West of Draper	—Sand spur beyond a point 540 feet from switch.
American Fork	—Thornton Spur.
Hardy	—Beet trestles.
Cutting Plant M. P. 754.8	—Beet trestles.
Provo	—Texas Oil Spur.
Payson	—Beet trestles.
	—Scale track No. 17, west switch taking out of sugar factory lead.
	—Old coal track.
York	—Gravel pit spur.
Nephi	—East leg of wye.
	—East end team track.
Parley Ice Plant	—Spur, beyond boiler house.
Hickory	—Spur track.
Newhouse	—End of branch track. Engines must not go beyond old water column.
Pioche Branch	—Light Pacific engines permitted. Heavy Pacific engines not permitted west of bridge 0.68.

3150, 6009 and Shay Class engines only, are permitted to operate on Eureka, Mammoth, and Silver City branches. All classes of engines may turn 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 aprroaching a train which is on a siding of single or double track. On double track, special care must be taken to sound warning signals 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.

SALT LAKE DIVISION

SPECIAL RULES

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	Side.

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	Miles from L.A.	Car Capacity	Switch Connections	Flag Stops For Trains
Fourth Subdivision:				
Mile Post 472.3	472.3	8	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
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
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

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 engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City 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	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl
P 77 $\frac{22}{28}$ 150S	3150 to 3175	1250	800	3000	1250	1500	1500	800	2000	700	1350	700	1350
P 77 $\frac{25}{28}$ 239SB	3176 to 3181	3000	1420	3000	1500	1800	1800	1170	Car Limit	1020	1080	1070	1350
C 57 $\frac{22}{30}$ 198S	6009 to 6086	3300	1550	3700	2000	2400	2160	1430	3800	1280	1900	1430	2160
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	3900	1800	4350	2400	3000	2560	1660	4400	1480	2200	1660	2560
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	4500	2000	5000	2600	2800	2800	1900	5000	1680	2350	1900	2900
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	5900	2700	6600	3600	4000	3800	2350	6600	2250	2850	2350	3800
FTT 63 $\frac{25}{28\text{-}30}$ 287S	8800 to 8809	6400	2800	7100	3900	4200	4200	2670	7100	2500	3150	2670	4200

Type of Engine	Numbers (Inclusive)	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 City	Lynndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake City
P 77 $\frac{22}{28}$ 150S	3150 to 3175	400	600	2000	1250	800	1250	800	1250	900	1350	700	1500
P 77 $\frac{25}{28}$ 239SB	3176 to 3181	540	680	1800	1170	1420	Car Limit	1660	2300	1080	1350	980	1020
C 57 $\frac{22}{30}$ 198S	6009 to 6086	700	1000	3200	2100	1550	3000	1550	3000	1600	2050	1250	2050
MK 63 $\frac{26}{28}$ 214S	2700 to 2715 2726 to 2735	800	1142	4300	2500	1800	3500	2000	3500	1800	2590	1400	2590
MT 73 $\frac{29}{28}$ 230S	7850 to 7869	900	1285	3800	2700	1950	3000	1950	3000	2000	3000	1600	3000
TTT 63 $\frac{29\frac{1}{2}}{30}$ 288S	5500 to 5525	1132	1516	5000	3800	2700	4500	2700	4500	2500	3800	1900	3800
FTT 63 $\frac{25}{28\text{-}30}$ 287S	8800 to 8809	1400	1820	5000	4300	3000	5000	3200	5000	2670	4200	2200	4300

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:—Consolidation Engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 198,000 pounds on drivers:

C–57 $\frac{22}{30}$ 198

MAP OF THE

SALT LAKE DIVISION

LOS ANGELES & SALT LAKE RAILROAD

CHIEF ENGINEER'S OFFICE LOS ANGELES, CALIF. APR. 20, 1929