UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY

AND

LOS ANGELES AND SALT LAKE RAILROAD COMPANY

Employes' Joint Time Table

34

To Take Effect Sunday, Nov. 14, 1926

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.
Trains on this Time Table will be governed by rules of the Oregon Short Line Railroad Company, Utah Division.

ARROW PRESS, SALT LAKE

O. S. L. R. R. & L. A. & S. L. R. R.—JOINT TRACK
WESTWARD.—Salt Lake City and Sandy

Length of Passing Tracks in feet between clearance points, and location of Scales, Water, Fuel, Phones and Turning Stations.	SECOND CLASS		FIRST CLASS												Distance from Ogden	Joint Time Table No. 34 November 14, 1926
	93 Way Freight L. A. & S. L.	279 Smelter Train				3 Passenger	59 Passenger	57 Passenger	27 Passenger	55 Passenger	7 Passenger	25 Passenger	51 Passenger	71 Passenger	53 Passenger	
	Leave Daily Ex. Sunday	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS
327490 IOWFTY	7.00AM	6.30AM				11.35PM	10.45PM	7.00PM	2.55PM	2.45PM	10.40AM	8.55AM	7.30AM	7.20AM	6.45AM	36.3 DN-R **SALT LAKE CITY** Vn D
	7.09	6.40				11.42PM	10.52PM	7.07PM	3.02PM	2.52PM	10.47AM	9.02AM	7.37AM	7.27	6.52AM	37.6 1.3 EIGHTH SOUTH STREET
																38.4 0.8 SALT LAKE & UTAH CROSS'G
3900	7.14	6.47														38.9 0.5 OFFICER
1363	7.17	6.50												7.31		39.5 0.6 BURTON
																39.7 0.2 D. & R. G. W. CROSSING
5076 P	**7.35**	6.55												**7.35**		41.0 1.3 HUSLER'S
1650																41.1 0.1 WALTON'S (Spur)
497																41.3 0.2 THIRTY THIRD SOUTH (Spur)
																42.9 1.6 FIRE CLAY (Spur)
2663 P	7.50	7.10AM												s 7.40		43.6 0.7 D MURRAY Fn
8187																43.7 0.1 GERMANIA
14109 P	7.53													7.43		44.2 0.5 PALLAS
10737 P	8.00													7.47		45.9 1.7 ATWOOD
386	8.07													7.50		47.5 1.6 CUSHING
1796																48.6 1.1 D.&R. G.W. ALTA BR. CROSS.
8681	8.15AM													7.55AM		48.9 0.3 DN-R **SANDY** Br
	Arrive Daily Ex. Sunday	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(12.6)
	1.15	0.40				0.07	0.07	00.7	0.07	0.07	0.07	0.07	0.07	0.35	0.07	..... Time .....
	9.4	10.9				11.1	11.1	11.	11.1	11.1	11.1	11.1	11.1	21.6	11.1	.....Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the same class in opposite Direction. (See Rule 72.)

H. V. PLATT,
General Manager .....Salt Lake City

R. A. PIERCE,
General Superintendent .....Pocatello, Idaho

CHAS. E. BROOKS,
Superintendent .....Pocatello, Idaho

J. E. Davis,
Assistant Superintendent .....Salt Lake City

O. J. Langston,
Chief Dispatcher .....Salt Lake City

W. J. Morrison,
Night Chief Dispatcher.....Salt Lake City

A. Stewart, Dispatcher .....Salt Lake City
V. A. Parry, Dispatcher .....Salt Lake City
R. T. Petty, Dispatcher .....Salt Lake City
L. R. Schou, Dispatcher.....Salt Lake City
G. S. Allen, Dispatcher .....Salt Lake City

SPECIAL RULES

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

Salt Lake City—(O. S. L.).....Hughs Jewelry Co.
Salt Lake City—(L. A. & S. L.).....Hubbard-Denn Co.
Salt Lake City—(L. A. & S. L.).....H. B. Miller Co.

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

Salt Lake City.....Union Depot Telegraph Office
Salt Lake City.....North Yard Telegraph Office
Salt Lake City.....Roundhouse Engine Dispatcher's Office
Sandy .....Telegraph Office

28 (R). ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS.

Train	Stops	Passengers For
No. 53	4th South St., Salt Lake City.....	All Points.
Nos. 53, 55, 57 and 59.....	7th South St., Salt Lake City.....	All Points.
Nos. 53, 51, 55, 57 and 59....	9th South and 4th West Sts., Salt Lake City.....	All Points.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	Stops	Passengers From
Nos. 54, 52, 56, 58 and 60....	7th South St., Salt Lake City.....	All Points.
Nos. 54, 52, 56, 58 and 60....	3rd South St., Salt Lake City.....	All Points.
Nos. 54, 52, 56, 58 and 60....	9th South and 4th West Sts., Salt Lake City.....	All Points.

O. S. L. R. R. & L. A. & S. L. R. R.—JOINT TRACK
EASTWARD.—Sandy and Salt Lake City

Joint Time Table No. 34 November 14, 1926	Distance from Sandy	FIRST CLASS										SECOND CLASS
		60 Passenger	4 Passenger	54 Passenger	28 Passenger	52 Passenger	56 Passenger	8 Passenger	26 Passenger	72 Passenger	58 Passenger	94 Way Freight L. A. & S. L.
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
DN-R **SALT LAKE CITY** Vn D	12.6	12.34AM	5.00AM	8.35AM	12.40PM	4.35PM	5.15PM	6.20PM	8.30PM	8.55PM	8.40PM	1.05PM
1.3												
EIGHTH SOUTH STREET	11.3	12.26AM	4.52AM	8.27AM	12.33PM	4.27PM	5.06PM	6.13PM	8.23PM	8.48	8.32PM	12.55
0.8												
SALT LAKE & UTAH CROSS'G	10.5											
0.5												
OFFICER	10.0											
0.6												
BURTON	9.4									8.43		12.45
0.2												
D. & R. G. W. CROSSING	9.2											
1.3												
HUSLER'S	7.9									8.40		12.35
0.1												
WALTON'S (Spur)	7.8											
0.2												
THIRTY THIRD SOUTH (Spur	7.6											
1.6												
FIRE CLAY (Spur)	6.0											
0.7												
D MURRAY Fn	5.3									s 8.35		12.20
0.1												
GERMANIA	5.2											
0.5												
PALLAS	4.7									8.31		12.10PM
1.7												
ATWOOD	3.0									8.28		11.59AM
1.6												
CUSHING	1.4									8.25		11.50
1.1												
D.&R. G.W. ALTA BR.CROSS.	0.3											
0.3												
DN-R **SANDY** Br	0.0									8.20PM		11.40AM
(12.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday
Time		0.08	0.08	0.08	0.07	0.08	0.09	0.07	0.07	0.35	0.08	1.25
Average Speed Per Hour		9.8	9.8	9.8	11.1	9.8	8.7	11.1	11.1	21.6	9.8	8.9

Eastward Trains are Superior to Trains of the same class in opposite Direction. (See Rule 72.)

SPECIAL RULES, Continued

83 (R). No. 279 and Smelter trains will register at Murray.

93 (R). All trains to and from the Joint Track (Salt Lake City and Sandy) will use the east track on 3rd West Street, beween 2nd and 8th South Streets.

93 (S). Los Angeles & Salt Lake Railroad, 6th Sub-division passenger trains going to and from Passenger Station in Joint Yard Salt Lake City, will use cut-off which enters said Joint Yard at 8th South and 3rd West Streets. West Track on Third West Street will be used by these trains between 2nd South Street and Intersection at 8th South Street.

93 (T). Los Angeles & Salt Lake R. R. 6th Sub-division Freight trains will use what is known as the Leamington Cut-off in and out of Salt Lake City Yard.

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

Salt Lake City Murray Sandy

Murray yard extends from a point 1,000 feet west of west switch at Atwood to four-tenths mile east of Fire Clay.

98 (S). Railroad Crossings at grade.

Location	Railroad Crossing	Trains which have precedence	How Governed
M. P. 38.4	Salt Lake & Utah	O. S. L.	Cabin Interlocker
M. P. 39.7	D. & R. G. W.	O. S. L.	All Trains Stop.
M. P. 48.6	D. & R. G. W.	O. S. L.	All Trains Stop.
9th South and 4th West Sts., Salt Lake City	D. & R. G. W.	O. S. L.	All Trains Stop.
9th South and 5th West Sts., Salt Lake City	D. & R. G. W.	D. & R. G. W.	Interlocking Plant.
South Temple and 5th West Sts., Salt Lake City	S. L. G. & W.	S. L. G. & W.	All Trains Stop.
South Temple and 6th West Sts., Salt Lake City	D. & R. G. W.	O. S. L.	All Trains Stop.
10th West St., between South Temple and 1st South Sts., Salt Lake City	W. P.		O.S.L. Trains Stop

SPECIAL RULES, Continued

98 (T). 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. Each person in charge of a locomotive, or any neglect to observe the provisions of this section, shall be guilty of a misdemeanor and the corporation shall be liable for all damages which any person may sustain by reason of such neglect.

104 (R). Switches must be kept set and locked for Los Angeles & Salt Lake Railroad main track at 8th South Street, Salt Lake City.

Switches at 2nd South Street will be taken care of by switch tender between the hours 6:00 A. M. and 10:00 P. M.

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

LOCATION	Maximum Speed Miles per hour		REMARKS
	Psgr.	Frt. & Mixed	
At any point	35	20	
Within Yard limits	30	15	Speed must be as much slower as rules or conditions may require.
Salt Lake	12	12	Between passenger station and 8th South St.
Salt Lake	10	6	Between passenger station and 5th North St., Including interlocking plant at 5th North St.
Murray and Pallas	20	10	Within Yard limits
Midvale	12	12	Within City limits.
Sandy	8	8	Within City limits.

221 (R). At stations where train order signal is located outside of siding switches all trains that must pass the switch used by opposing trains in taking siding, before reaching train order signal, must approach said switch prepared to stop and if train order signal is held in stop position must stop to clear switch until cause of stop signal has been ascertained.

511 (R). Switch indicators, semaphore or disc are used as starting signals and will be observed only by trains on sidings or diverging routes before occupying main track. Trainmen will be governed by indicator before throwing derail or main track switch.

INTERLOCKING PLANTS.

605 (R). Interlocking plants are located at Fifth North Street, Ninth South and Sixth West Streets, D. & R. G. W. R. R. crossing, and Cabin Interlocking plant at Tenth South Street, Salt Lake & Utah R. R. crossing. (See Rules 661 to 673 inclusive and Rule 628 of Transportation Department Book of Rules.)

All main track superior routes running with traffic are governed by upper arm of 2-arm home signals. Diverging routes are governed by lower arm of 2-arm home signals. Back up and switching moves against traffic over interlocking plants, are governed by dwarf signals.

FIFTH NORTH TOWER SALT LAKE CITY

605 (S). Westward trains and engines going toward Ogden will be governed as follows: The upper arm of Interlocking Home Signal, 900 feet East of tower in the proceed position allows trains to proceed over Interlocking Plant on Westward Main track through Interlocking Plant only.

The lower arm of Interlocking Home Signal 900 feet East of tower in proceed position allows trains to proceed over any diverging route obtainable from that signal.

Trains and engines going to the new North Yard from Leamington Cut-off will be governed as follows:—The upper arm of Interlocking Signal, 1,000 feet East of Tower in proceed position, allows trains to proceed through Interlocking plant to new North Yard.

Lower arm of Interlocking Signal 1,000 feet East of Tower in proceed position allows trains to proceed through Interlocking Plant to Freight Yard at North Yard Telegraph Office and over any diverging route obtainable from that signal.

Eastward trains from Ogden will be governed as follows: The upper arm of Interlocking Signal 500 feet west of Tower in proceed position allows trains to proceed through Interlocking Plant on Eastward main track.

The lower arm of Interlocking Signal, 500 feet west of Tower in proceed position allows trains to proceed through Interlocking Plant to Freight Yard at North Yard Telegraph Office and over any diverging route obtainable from that signal.

Westward freight trains and engines from Freight Yard going to Leamington Cut-off will be governed by two-arm Interlocking Signal, 500 feet west of Tower and the upper arm of this signal in proceed position will allow them to proceed through Interlocking Plant on to Leamington Cut-off freight lead.

The lower arm of Interlocking Signal, 500 feet west of tower in proceed position allows trains to proceed through any diverging route obtainable from that signal.

O O O O Four short is a call used by switch engines to get over switch.

O O ——— Two short and one long is a call from any track east of Tower to coach track. The same signal given from any track west of Tower is a call for route to the middle freight yard.

O ——— One short and one long is a call from any track east of Tower to coal or engine house track. The same signal given from any track west of Tower is a call for route to the eastward main track with traffic.

——— O One long and one short is a call from any track east of Tower to Utah Oil track. The same signal given from any track west of Tower is a call to Morrison & Merrill Lead.

——— ——— Two long is a call from any track east of Tower for route to North Yard. The same signal given from any track west of Tower is a call to L. A. & S. L. freight main line. (Leamington Cut-off)

——— ——— ——— ——— Four long is a call from any track east of Tower to westward main track.

663. If home signal at Cabin Interlocking Plants is in stop position, trains may proceed when crossing is clear and signal changes to "Proceed" position. If signal does not change to "Proceed" position flagman must go ahead over crossing and then be governed by rule 509 to the next signal or "End of Block" sign.

LOCATION OF OVERHEAD AND SIDE STRUCTURES.

700 (R). Employes are warned to look out at all times for obstructions that do not clear men on engines or cars in Pallas and Midvale Smelter Yards and use extraordinary care on industrial tracks to avoid injury.

Umbrella Sheds at passenger station Salt Lake City will not clear man on top or sides of cars.

720. 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 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.

802 (R). All westward trains except first class must proceed under protection of flagman when crossing 2nd South Street, Salt Lake City.

886. On freight trains of twenty-five (25) or more cars, engines will be detached from train while taking water or fuel.

887 (R). Air brake test as provided in rule 1044(A) Operating Air Brake Book must be made in all cases where engine is detached from the train or the brake pipe parted for any purpose or air pump shut off or any repairs made to locomotive or brake equipment.

Passenger Trains—Brakemen or flagmen, after making the air brake test, will, by using the whistle cord on the retainer platform of rear car, sound four blasts of the air whistle and receive an answer of two short blasts of steam whistle before proceeding.

Running tests must be made in addition to the regular terminal test.

Conductor and enginemen will be held equally responsible for the observance of this rule.

896 (R). All Freight movements through passenger yard Salt Lake City must be made through track No. 10.