

UNION PACIFIC SYSTEM

LOS ANGELES & SALT LAKE RAILROAD COMPANY

Salt Lake Division

EMPLOYEES' TIME TABLE

To Take Effect Sunday, October 9, 1927

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



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

CONDENSED TIME TABLE

Westward

Salt Lake City and Los Angeles

Eastward

SECOND CLASS		FIRST CLASS							Distance from Salt Lake City	Time Table No. 74 October 9, 1927	Distance from First Street, Los Angeles	FIRST CLASS						SECOND CLASS
257 Freight		3 Passenger	27 Passenger	7 Passenger	25 Passenger	51 Passenger	71 Passenger	28 Passenger				8 Passenger	26 Passenger	4 Passenger	52 Passenger	72 Passenger	256 Freight	
Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
9.00AM		11.35PM	2.55PM	10.50AM	8.40AM	7.30AM	7.20AM	0.0	SALT LAKE CITY	784.0	12.30PM	6.20PM	8.30PM	4.55AM	4.35PM	8.55PM	1.00PM	
							9.10	47.3	PROVO	752.7						7.14		
							10.34AM	89.2	NEPHI	710.8						6.01		
9.55		12.20AM	3.26	11.19	9.11	8.03		15.7	BARFIELD	788.3	11.53AM	5.46	7.54	4.18	4.04		11.19AM	
11.52AM		1.02	4.06	11.52AM	9.48	8.52		35.8	WARNER	748.2	11.13	5.13	7.13	3.45	2.54		9.48	
4.25PM		2.45	5.42	1.16PM	11.19AM	10.32AM		85.4	TINTIC	698.6	9.48	3.54	5.42	2.10	1.25PM		6.15	
6.55		3.55	6.35	2.12	12.20PM		12.30PM	118.1	LYNNDYL	685.9	8.53	3.00	4.40	1.00AM		4.40PM	3.45AM	
10.48PM		6.20	8.18	3.56	2.05			184.6	BLACK ROCK	599.4	7.08	1.14	2.51	10.48PM			11.30PM	
1.10AM		7.55	9.10	4.42	3.00			207.2	MILFORD	576.8	6.32	12.38PM	2.11	10.10			10.20	
2.50		9.00	10.06	5.34	3.54			242.6	LUND	541.4	5.31	11.39AM	1.07	8.40			7.35	
								275.1	VEDAR CITY	573.9								
5.30		9.58	10.53	6.20	4.45			274.2	MODENA	509.8	4.45	10.53	12.20PM	7.45			6.20	
9.10AM		11.50AM	11.50PM	7.15	5.40			324.5	CALIENTE	459.5	2.55AM	9.05	10.30AM	5.35			2.45PM	
1.20PM		3.05PM	2.08AM	9.28	8.08			400.5	MOAPA	388.5	10.43PM	5.18	6.26	12.51PM			7.35AM	
5.40PM		5.30	3.30	10.45PM	9.40PM			449.8	LAS VEGAS	334.2	9.15	4.05	5.10	11.25AM			5.20AM	
1.00AM		9.25PM	6.45	1.50AM	1.00AM			548.5	KELSO	285.5	6.15	1.00AM	1.43AM	7.35			10.10PM	
6.00		12.20AM	8.45	3.45	3.10			620.8	YERMO	163.2	4.20	11.15PM	11.45PM	4.55			6.00	
8.00AM		1.00	9.20AM	4.15	3.45			634.2	BARSTOW	149.8	3.50	10.45	11.10	4.20			3.50PM	
6.00PM		4.10	12.03PM	6.45	6.20			715.3	SAN BERNARDINO	67.3	1.20	8.05	8.20	1.40			9.00AM	
7.00		4.20	12.13	6.53	6.28			719.0	COLTON	64.3	1.03	7.49	8.01	1.20			7.00	
8.15		4.40	12.30	7.10	6.43			725.8	RIVERSIDE	57.5	12.50	7.37	7.49	1.05			4.40	
11.40PM		5.39	1.21	7.59	7.25			751.3	POMONA	32.0	12.05PM	6.58	7.08	12.12AM			3.20	
4.00AM		7.00AM	2.30PM	9.10AM	8.30AM			783.9	LOS ANGELES	0.0	11.00AM	6.00PM	6.05PM	11.00PM			2.00AM	
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(68.00) 11.5 (32.25) 24.2 (24.35) 31.9 (23.20) 33.6 (24.50) 31.6 (3.02) 28.1 (5.10) 25.9 Time (24.30) 32.0 (23.20) 33.6 (25.25) 30.8 (28.55) 27.1 (3.10) 27.0 (4.15) 31.5 (58.00) 18.5

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.....} Salt Lake City, Utah
 {Sixth and Provo Subdivisions and Branches..}

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

W. E. BORDEN, Dispatcher..... Salt Lake City, Utah

L. G. CAMPBELL, Dispatcher..... Salt Lake City, Utah

D. M. JONES, Dispatcher..... Salt Lake City, Utah

J. C. HAYMOND, Dispatcher..... Salt Lake City, Utah

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

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

C. E. MOORE, Dispatcher..... Milford, Utah

M. J. DONELLAN, Dispatcher..... Milford, Utah

V. H. DILLEHUNT, Dispatcher..... Milford, Utah

R. M. COPELAND, Dispatcher..... Milford, Utah

F. H. KNICKERBOCKER,
General Manager.

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 459.5
 Branches 188.9
 Total 648.4

LOS ANGELES DIVISION
 Main Line 462.8
 Branches 107.0
 Total 569.8

GRAND TOTAL
 Main Line 922.3
 Branches 295.9
 Total 1218.2

W. R. ARMSTRONG,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

WESTWARD

PROVO SUBDIVISION—Salt Lake City and Lynndyl

EASTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time Table No. 74 October 9, 1927	Distance from Los Angeles	FIRST CLASS				SECOND CLASS			
	95 Freight		93 Freight		71 Passenger							72 Passenger		94 Freight		96 Freight			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday				
WFYOTP			9.00PM				7.20AM	0.0	DN-R	SALT LAKE CITY	VN-C	800.0	8.55PM				1.05PM		
			10.30PM				7.55AM	12.6	DN-R	BANDY	BR	787.4	8.20PM				11.40AM		
			Joint		Time	Table	of the	O. S. L.	R. R.	and L. A. & S. L. R.R. Gov-	erns	between	Salt Lake	City and	Sandy,	These figures for	information only		
			10.40PM				7.55AM	12.6	DN-R	BANDY	BR	787.4	8.20PM				11.40AM		
2,700 PW			11.00				8.05	17.1	D	DRAPER	A	782.0	8.10				11.10		
								22.0		MIDCOURT	(Spur)	778.0							
3,655 West 3,453 East P			11.20				8.18	24.5		MOUNT		775.5	7.58				10.30		
3,652 FWYP			11.45PM				8.28	29.0	DN	CUTLER	JN	771.0	7.50				9.45		
1,697 P			12.01AM				8.33	30.5	D	LEHI	HI	769.5	7.46				9.25		
2,245 P			12.15				8.40	33.5	D	AMERICAN FORK	AF	766.5	7.39				9.08		
								34.0		S. L. U. CROSSING		766.0							
3,702 P			12.30				8.49	36.5	D	PLEASANT GROVE	GO	763.5	7.32				8.49		
1,379								38.2		HARDY	(Spur)	761.8							
807							f	40.9		YINBYARD		759.1	f						
3,708 P			12.45				f 8.57	42.6		LAKEVIEW		757.4	f 7.23				8.20		
								42.7		D. & R. W. CROSSING		757.3							
FWPOTY			7.30AM				s 9.10	47.3	DN-R	PROVO	VO UR	752.7	s 7.14				8.00AM	1.30PM	
730 P			7.45				f 9.18	52.0		SPRINGVILLE		748.0	f 7.02				1.12		
1,601 P			8.05				s 9.25	55.6	D	SPANISH FORK	SF	744.4	s 6.56				1.00		
2,702 P			8.20				f 9.30	58.4		BENJAMIN		741.6	f 6.50				12.45		
2,647 PWY			9.00				s 9.38	63.2	D	RAYSON	CN	736.8	s 6.43				12.30PM		
541							f 9.46	67.4		BARRY		732.6	f 6.37						
2,686 P			9.30				f 9.49	69.3		SANTAQUIN		730.7	f 6.34				11.58AM		
1,429 P			9.55				f 9.55	72.0		YORK		728.0	f 6.29				11.45		
2,665 PW			10.20				f 10.05	78.0		STARR		722.0	f 6.20				11.20		
821							s 10.12	81.6		MONA		718.4	s 6.13						
2,214 P			11.00				f 10.15	83.3		BORRISTON		716.7	f 6.10				11.00		
2,647 PWY			11.55AM				s 10.34	89.2	DN	NEPHI	NI	710.8	s 6.01				10.34		
2,712 P			12.25PM				f 10.46	96.4		SHARP		703.6	f 5.45				9.20		
290							f 10.54	101.0		EVAN	(Spur)	699.0	f 5.38						
2,679 PW			1.05				s 11.00	103.7	D	JUAB	JA	696.3	s 5.32				9.00		
2,636 P			1.35				f 11.13	110.7		MILLS		689.3	f 5.20				8.35		
1,310 P			2.05				f 11.31	118.9		ARLBY		681.1	f 5.06				8.10		
1,496 P			2.40				s 11.49	128.7		LEMMINGTON		671.3	s 4.49				7.45		
211								131.1		MACK	(Spur)	668.9							
PFTWY			3.00PM				11.59AM	134.1	DN-R	LYNNDYL	NY	665.9	4.40PM				7.30AM		
			Arrive Daily Ex. Sunday	Arrive Daily Except Monday			Arrive Daily						Leave Daily				Leave Daily Ex. Monday	Leave Daily Ex. Monday	

(7.30)
11.6

(4.15)
11.1

(4.39)
28.8

Time Average Speed Per Hour.....

(4.15)
31.5

(5.06)
9.3

(6.00)
14.5

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

Length of Passing Tracks in Feet in the Clear and Location of Turnouts, Signals, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS										Distance from Salt Lake City	STATIONS	
	257	261			3	39	57	27	55	7	25	51	53				
	Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PFWYTO	9.00AM	12.30AM												0.0	DN-R NORTH YARD C		
														1.1	S. L. G. & W. CROSSING 0.1		
														1.2	D. & R. G. W. CROSSING 1.1		
														2.3	WESTERN PAC. CROSSING 2.1		
	9.30	1.00												4.4	DN BUENA VISTA BE		
PFWYTO					11.35PM	10.45PM	7.00PM	2.55PM	2.45PM	10.50AM	8.40AM	7.30AM	6.45AM	0.0	DN-R SALT LAKE CITY VN		
					11.42	10.52	7.07	3.02	2.52	10.57	8.47	7.37	6.52	1.3	EIGHTH SOUTH ST.		
					11.42	10.52	7.07	3.02	2.52	10.57	8.47	7.37	6.52	1.3	EIGHTH SOUTH ST. 0.2		
														1.5	D. & R. G. W. CROSSING 0.1		
														1.6	D. & R. G. W. CROSSING 3.2		
I														4.8	DN BUENA VISTA BE		
3,947 P	9.30	1.00			f 11.52PM	s 1.00	s 7.15	3.10	s 3.00	11.04	8.55	s 7.44	s 7.00	10.3	RITER 5.4		
3,022					f 12.10AM	f 1.08	f 7.24	3.18	f 3.08	11.12	9.03	f 7.51	f 7.09	15.7	DN GARFIELD GF		
2,719 P	9.43	1.17			s 12.20	s 1.16	s 7.34	3.26	s 3.16	11.19	9.11	s 8.03	s 7.17	16.9	B. & G. CROSSING 0.3		
3,259 PW	9.55	1.35												17.2	SMELTER 0.8		
I						s 1.20	s 7.50		s 3.20			s 8.12	s 7.21	18.0	R WYE 1.6		
1,004														19.6	LAKE POINT 3.9		
PY														23.5	MORRIS 4.1		
3,343 P	10.11	1.55			f 12.28			3.34		11.27	9.19	f 8.17		27.6	ERDA 4.1		
3,577 P	10.30	2.15			f 12.36			3.41		11.33	9.26	f 8.24		31.7	SHIELDS 4.1		
4,608 PW	10.50	2.40			f 12.44			3.49		11.39	9.32	f 8.31		35.8	WARNER 3.4		
4,567 P	11.19	3.15			f 12.52			3.57		11.45	9.39	f 8.38		39.2	BAUER 2.2		
3,824 PY	11.52AM	3.45			s 1.02			4.06		11.52AM	9.48	s 8.52		41.4	DN STOCKTON KN		
2,343 P														47.9	D ST. JOHN SJ		
3,634 PW	12.40PM	4.15			s 1.19			4.20		12.02PM	10.00	s 9.05		54.8	AJAX 5.9		
2,753 P	1.05	4.46			f 1.30			4.30		12.11	10.10	s 9.17		60.7	D FAUST F		
4,608 P	1.20	5.05			f 1.41			4.42		12.20	10.20	f 9.27		66.8	PEHRSON 3.1		
2,691 PW	2.10	5.35			f 1.52			4.52		12.30	10.33	s 9.37		69.9	DUNBAR 4.2		
3,637					f 2.03			5.02		12.40	10.44	f 9.47		74.1	LOFGREEN 5.7		
4,614 P	2.40	6.10			f 2.10			5.10		12.45	10.50	f 9.55		79.8	BOULTER 3.6		
4,586 P	2.55	6.25			f 2.18			5.19		12.55	10.57	f 10.11		83.4	KNIGHT (Spur) 2.0		
4,583 PW	3.20	7.00			f 2.30			5.30		1.05	11.07	f 10.22		85.4	DN-R TINTIC U		
3,657 P	4.04	7.25												92.1	MCINTYRE 6.6		
3,811														98.7	JERICHO 5.8		
302														104.5	DYER 4.5		
3,620	4.25	7.50			s 2.45			5.42		1.16	s 11.19	10.32AM		109.0	CHAMPLIN 4.0		
2,633 PWFYTO					f 2.57			5.52		1.26	11.29			113.0	ADAMS 5.1		
4,585 P	4.45	8.08			f 3.10			6.02		1.37	11.39			118.1	DN-R LYNN DYL NY		
3,603 WP	5.14	8.25			f 3.19			6.10		1.45	11.47						
4,505 P	5.30	8.40			f 3.26			6.16		1.51	11.53						
3,703 P	5.40	9.08			f 3.34			6.22		1.57	11.59AM						
3,588 P	5.50	9.30															
PFWTY	6.05PM	9.50AM			3.45AM			6.30PM		2.07PM	12.10PM						
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

Joint time table of the O. S. L. R. R. and L. & S. L. R. R. governs between Salt Lake City and Eighth South St.

Time Table No. 74
October 9, 1927

STATIONS

0.0	DN-R	NORTH YARD	C
1.1		S. L. G. & W. CROSSING	
1.2		D. & R. G. W. CROSSING	
2.3		WESTERN PAC. CROSSING	
4.4	DN	BUENA VISTA	BE
0.0	DN-R	SALT LAKE CITY	VN
1.3		EIGHTH SOUTH ST.	
1.3		EIGHTH SOUTH ST. 0.2	
1.5		D. & R. G. W. CROSSING 0.1	
1.6		D. & R. G. W. CROSSING 3.2	
4.8	DN	BUENA VISTA	BE
10.3		RITER	
15.7	DN	GARFIELD	GF
16.9		B. & G. CROSSING	
17.2		SMELTER	
18.0	R	WYE	
19.6		LAKE POINT	
23.5		MORRIS	
27.6		ERDA	
31.7		SHIELDS	
35.8		WARNER	DU
39.2		BAUER	
41.4	DN	STOCKTON	KN
47.9	D	ST. JOHN	SJ
54.8		AJAX	
60.7	D	FAUST	F
66.8		PEHRSON	
69.9		DUNBAR	
74.1		LOFGREEN	
79.8		BOULTER	
83.4		KNIGHT	(Spur)
85.4	DN-R	TINTIC	U
92.1		MCINTYRE	
98.7		JERICHO	
104.5		DYER	
109.0		CHAMPLIN	
113.0		ADAMS	
118.1	DN-R	LYNN DYL	NY

..... Time
..... Average Speed Per Hour
Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 53 is superior to No. 54. No. 55 is superior to No. 56. No. 57 is superior to No. 58. No. 59 is superior to No. 60. No. 54 and No. 56 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. 74 October 9, 1927		Distance from Los Angeles	FIRST CLASS							SECOND CLASS									
			4 Passenger	54 Passenger	28 Passenger	52 Passenger	56 Passenger	8 Passenger	26 Passenger	58 Passenger	60 Passenger	256 Freight	254 Freight						
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
DN-R	NORTH YARD C	783.6																	
	1.1 S. L. G. & W. CROSSING	782.5																	
	0.1 D. & R. G. W. CROSSING	782.4																	
	1.1 WESTERN PAC. CROSSING	781.3																	
DN	BUENA VISTA BE	779.2												11.59AM		4.27			
DN-R	SALT LAKE CITY VN	784.0	4.55AM	8.35AM	12.30PM	4.35PM	5.15PM	6.20PM	8.30PM	8.40	12.34AM								
	1.3 EIGHTH SOUTH ST.		4.47	8.27	12.23	4.27	5.06	6.13	8.23	8.32	12.26								
			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.			
	EIGHTH SOUTH ST.	782.7	4.47	8.27	12.23	4.27	5.06	6.13	8.23	8.32	12.26								
	0.2 D. & R. G. W. CROSSING	782.5																	
	0.1 D. & R. G. W. CROSSING	782.4																	
DN	BUENA VISTA BE	779.2	f 4.37	s 8.19	12.13	s 4.20	s 4.58	6.04	8.14	s 8.24	# 12.18			11.59AM		4.27			
	5.5 RITER	773.7	f 4.27	f 8.11	12.03PM	f 4.12	f 4.48	5.54	8.04	f 8.15	f 12.10			11.40		4.14			
DN	GARFIELD GF	768.8	s 4.18	s 8.03	11.53AM	s 4.04	s 4.40	5.46	7.54	s 8.07	# 12.02AM			11.19		4.01			
	1.2 B. & G. CROSSING	767.1																	
	0.3 SMELTER	766.8		s 7.59 7.40		s 4.00	s 4.35 4.05		7.50	s 8.03	# 11.59PM								
R	WYE	766.0		7.35AM			4.00PM			8.00	11.40PM								
	1.6 LAKE POINT	764.4	f 4.10		11.44	f 3.34		5.38	7.45					10.50		3.45			
	3.9 MORRIS	760.5	f 4.03		11.33	f 3.20		5.32	7.37					10.30		3.35			
	4.1 ERDA	756.4	f 3.57		11.25	f 3.10		5.26	7.29					10.15		3.25			
	4.1 SHIELDS	752.3	f 3.51		11.19	f 3.01		5.19	7.21					10.00		3.15			
D	WARNER DU	748.2	s 3.45		11.13	s 2.54		5.13	7.13					9.48		3.05			
	3.4 BAUER	744.8				f													
DN	STOCKTON KN	742.6	f 3.34		11.04	s 2.43		5.03	7.01					9.05		2.40			
D	ST. JOHN SJ	736.1	f 3.22		10.54	s 2.32		4.53	6.50					8.15		2.20			
	6.9 AJAX	729.2	f 3.12		10.43	f 2.21		4.42	6.40					7.58		2.05			
D	FAUST F	723.3	f 3.03		10.33	s 2.10		4.32	6.30					7.45		1.52			
	6.1 PEHRSON	717.2	f 2.53		10.22	f 2.00		4.23	6.19					7.30		1.12			
	3.1 DUNBAR	714.1	f 2.47		10.17	f 1.54		4.18	6.12					7.20		1.03			
	4.2 LOFGREEN	709.9	f 2.40		10.11	f 1.47		4.12	6.05					7.00		12.53			
	5.7 BOULTER	704.2	f 2.30		9.59	f 1.36		4.04	5.55					6.45		12.40			
	3.6 KNIGHT (Spur)	700.6				f													
DN-R	TINTIC U	698.6	s 2.10		9.48	1.25PM		3.54	f 5.42					6.15		12.17AM			
	6.7 McINTYRE	691.9	f 1.48		9.36			3.42	5.26					5.40		11.30PM			
	6.6 JERICHO	685.3	f 1.36		9.25			3.32	5.14					5.15		11.05			
	5.8 DYER	679.5	f 1.24		9.15			3.23	5.03					4.45		10.42			
	4.5 CHAMPLIN	675.0	f 1.17		9.08			3.16	4.56					4.27		10.30			
	4.0 ADAMS	671.0	f 1.10		9.02			3.09	4.49					4.10		10.18			
DN-R	LYNNDYL NY	665.9	1.00AM		8.53AM			3.00PM	4.40PM					3.45AM		10.00PM			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily		Leave Daily			

Automatic Block Signals

Time (3.55) (1.00) (3.37) (3.10) (1.15) (3.20) (3.50) (0.40) (0.64) (9.15) (7.00)
 Average Speed Per Hour..... 30.1 18.0 32.6 27.0 14.4 35.4 30.3 27.0 30.0 12.7 16.8

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72. Exceptions: No. 53 is superior to No. 54. No. 55 is superior to No. 56. No. 57 is superior to No. 58. No. 59 is superior to No. 60. No. 54 and No. 56 will take siding immediately upon arrival at Smelter and remain on siding until due to leave.

WESTWARD

FIFTH SUBDIVISION—Lynndyl and Milford

EASTWARD

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time Table No. 74 October 9, 1927	Distance from Los Angeles	FIRST CLASS					SECOND CLASS		
	257	261	27	7	71	25	3				28	8	72	26	4	254	256	
	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
PTWFI	6.55PM	10.50AM	6.35PM	2.12PM	12.30PM	12.20PM	3.55AM	118.1	DN-R	LYNNDYL NY	665.9	8.48AM	2.55PM	4.15PM	4.35PM	12.50AM	9.00PM	3.00AM
3,566 P	7.10	11.05	6.45	2.23	f 12.39	12.29	f 4.05	123.7		CLINE 5.6	660.3	8.38	2.45	f 4.05	4.25	f 12.39	8.45	2.43
2,624 P	7.22	11.18	6.52	2.36	f 12.46	12.36	f 4.13	128.5		4.8	655.5	8.31	2.36	f 3.57	4.18	f 12.30	8.35	2.30
2,504 4,783 WYP	7.43	11.38	7.02	2.46	s 12.57PM	12.46	s 4.35	134.6	DN-R	6.1	649.4	8.21	2.27	s 3.45PM	s 4.08	s 12.20	8.20	2.03
3,720 PY	8.00	11.50AM	7.11	2.53		f 12.55	s 4.48	139.6	DN	5.0	644.4	8.13	2.19		f 3.58	s 12.03AM	8.00	1.40
4,709 P	8.11	12.01PM	7.17	2.59		1.01	f 4.55	144.1		4.5	639.9	8.06	2.13		f 3.51	f 11.51PM	7.49	1.27
3,713 P	8.21	12.10	7.23	3.05		1.07	f 5.01	148.5		4.4	635.5	8.00	2.07		f 3.46	f 11.45	7.39	1.19
4,086 P	8.42	12.30	7.29	3.11		f 1.14	s 5.12	153.0	DN	4.5	631.0	7.53	2.01		f 3.40	s 11.38	7.29	1.01
4,622 P	9.02	12.45	7.36	3.18		1.21	f 5.22	158.1		5.1	625.9	7.46	1.54		f 3.33	f 11.30	7.05	12.35
4,676 P	9.23	1.18	7.43	3.26		1.28	f 5.32	163.0		4.9	621.0	7.39	1.47		f 3.26	f 11.23	6.55	12.23
3,670 PW	9.45	2.15	7.52	3.35		1.38	f 5.43	169.4		6.4	614.6	7.30	1.38		f 3.12	f 11.13	6.40	12.06AM
3,623 P	10.00	2.32	7.59	3.42		1.48	f 5.53	174.4		5.0	609.6	7.23	1.29		f 3.05	f 11.04	6.30	11.54PM
4,580 P	10.15	2.58	8.06	3.49		1.55	f 6.02	179.4		5.0	604.6	7.16	1.22		f 2.58	f 10.56	6.20	11.42
4,692 PW	10.48	3.25	8.18	3.56		f 2.05	s 6.20	184.6	DN	5.2	599.4	7.08	1.14		f 2.51	s 10.48	6.10	11.30
4,581 P	11.10	4.05	8.28	4.05		2.14	f 6.32	189.3		4.7	594.7	7.00	1.06		f 2.42	f 10.37	5.45	11.10
3,609 P	11.43	4.23	8.36	4.12		2.21	f 6.53	194.3		5.0	589.7	6.53	12.59		f 2.35	f 10.30	5.35	10.56
4,618 P	11.55PM	4.34	8.43	4.18		2.29	f 7.05	198.9		4.6	585.1	6.46	12.52		f 2.29	f 10.24	5.25	10.45
3,655 P	12.05AM	4.45	8.50	4.23		2.35	f 7.13	203.0		4.1	581.0	6.40	12.46		f 2.20	f 10.18	5.15	10.35
PFWTYO	12.20AM	5.00PM	9.00PM	4.32PM		2.45PM	7.25AM	207.2	DN-R	4.2	576.8	6.32AM	12.38PM		2.11PM	10.10PM	5.00PM	10.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			89.1		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(5.25) 16.4 (6.10) 14.4 (2.25) 36.9 (2.20) 38.2 (0.27) 36.6 (2.25) 36.9 (3.30) 25.4 Time (2.16) 39.3 (2.17) 39.0 (0.30) 33.0 (2.24) 37.1 (2.40) 33.4 (4.00) 22.2 (4.40) 19.0

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

Westward—FILLMORE BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Delta	Time Table No. 74 October 9, 1927	Distance from Fillmore	FIRST CLASS	
	71					72	
	Passenger	Leave Daily				Passenger	Arrive Daily
YWP	1.05PM	0.0	DN-R	DELTA AK	32.2	3.40PM	
911	f 1.22	8.7		HARDING 8.7	23.5	f 3.23	
932	f 1.38	15.5		MCCORNICK 6.8	16.7	f 3.09	
1689	f 1.53	21.7		GREENWOOD 6.2	10.5	f 2.55	
468	f	24.8		EDWARDS 3.1 (Spur)	7.4	f	
492	f	27.3		FLANDRO 2.5 (Spur)	4.9	f	
1492 YW	2.15PM	32.2	D-R	FILLMORE FI	0.0	2.35PM	
	Arrive Daily			32.2		Leave Daily	

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

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. 74 October 9, 1927	Distance from Lucerne		
				STATIONS	
				Arrive Daily	Leave Daily
2,504 PWY	0.0	DN-R	DELTA AK	13.6	
776	3.3		STEELE (Spur)	10.3	
	4.6		MOODY 1.3	9.0	
644	5.2		ERWIN (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

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	Time Table No. 74 October 9, 1927	Distance from Lucerne		
			STATIONS	
			Arrive Daily	Leave Daily
501			MOODY 1.5	
508			LAMOTO 1.8	
			HINCKLEY 3.3	

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Exceptions—No. 71 is superior to No. 72 on Fillmore Branch only.

		WESTWARD				FOURTH SUBDIVISION				MILFORD AND CALIENTE				EASTWARD				
		SECOND CLASS		FIRST CLASS								FIRST CLASS		SECOND CLASS				
Length of Passing Trucks in Feet in the Clear and Location of Telephone, Scale, Water, Fuel and Turning Stations.		261	257	27	7	25	3	Distance from Salt Lake City	Time Table No. 74		Distance from Los Angeles	28	8	26	4	254	256	
		Freight	Freight	Passenger	Passenger	Passenger	Passenger		October 9, 1927			Passenger	Passenger	Passenger	Passenger	Freight	Freight	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	PTTFWO	6.00PM	1.10AM	9.10PM	4.42PM	3.00PM	7.55AM	207.2	DN-R	MILFORD	ED	576.8	6.25AM	12.31PM	1.56PM	9.50PM	3.45PM	9.00PM
3,687	P	6.20	1.25	9.18	4.50	3.09	f 8.05	212.3				571.7	6.14	12.22	1.48	f 9.40	3.30	8.45
3,715	P	6.33	1.38	9.27	4.57	3.16	f 8.13	217.4				566.6	6.07	12.15	1.41	f 9.27	3.16	8.34
3,723	PW	6.48	1.50	9.35	5.04	3.23	f 8.21	222.4				561.6	6.00	12.08PM	1.34	f 9.15	2.50	8.23
4,701	P	7.06	2.08	9.44	5.13	3.33	f 8.32	229.2				554.8	5.50	11.59AM	1.25	f 9.02	2.35	8.10
3,716	P	7.16	2.18	9.50	5.19	3.38	f 8.38	233.5				550.5	5.44	11.53	1.19	f 8.55	2.25	8.01
4,709	P	7.50	2.28	9.56	5.25	3.44	f 8.45	238.2				545.8	5.37	11.46	1.13	f 8.47	2.15	7.50
4,238	PFWY	8.40	2.50	10.06	5.34	s 3.54	s 9.00	242.6	DN	LUND	UN	541.4	5.31	11.39	s 1.07	s 8.40	2.05	7.35
3,721	P	9.10	3.10	10.14	5.42	4.03	f 9.09	247.6				536.4	5.22	11.30	12.57	f 8.27	1.40	7.15
2,618	P	9.35	3.25	10.20	5.49	4.10	f 9.17	252.5				531.5	5.15	11.23	12.50	f 8.20	1.30	7.03
3,723	PW	9.55	3.42	10.26	5.56	4.17	s 9.25	257.3	D	BRYL	BY	526.7	5.08	11.16	12.43	s 8.12	1.20	6.53
3,706	P	10.33	4.09	10.33	6.03	4.24	f 9.34	262.9				521.1	5.01	11.09	12.36	f 8.03	1.10	6.42
4,623	P	10.55	4.54	10.40	6.10	4.32	f 9.42	268.2				515.8	4.54	11.02	12.29	f 7.55	1.00	6.31
4,916	FWYP	11.25	5.30	10.53	6.20	f 4.45	s 9.58	274.2	DN	ODENA	NA	509.8	4.45	10.53	f 12.20	s 7.45	12.45	6.20
3,630	P	11.38	5.45	10.59	6.26	4.52	f 10.05	278.1				505.9	4.32	10.42	12.08	f 7.33	12.27	5.53
2,555	P	11.50PM	5.59	11.06	6.33	4.58	f 10.13	282.8				501.2	4.26	10.35	12.02PM	f 7.26	12.17	5.42
3,672	P	12.05AM	6.12	11.12	6.39	5.04	f 10.29	286.2				497.8	4.20	10.29	11.56AM	f 7.19	12.07PM	5.30
2,561	P	12.35	6.40	11.22	6.49	5.14	f 10.42	290.3	DN	CHSTLINE	NE	493.7	4.12	10.20	11.47	f 7.10	11.47AM	5.14
3,580	PY	12.50	6.55	11.30	6.57	5.22	f 10.50	294.7				489.3	4.02	10.12	11.38	f 6.57	11.15	4.30
2,621	P	1.08	7.12	11.40	7.07	5.32	f 11.00	299.4				484.6	3.52	10.02	11.28	f 6.47	11.00	4.17
3,687	PW	1.28	7.32	11.52	7.17	5.42	f 11.17	305.4				478.6	3.41	9.52	11.17	f 6.37	10.35	4.02
3,656	P	1.48	7.50	11.59PM	7.25	5.49	f 11.30	308.7	DN	BLN	SN	475.3	3.34	9.45	11.10	f 6.30	10.25	3.50
3,894	P	2.12	8.20	12.18AM	7.44	6.08	f 11.50AM	315.6				468.4	3.15	9.26	10.51	f 6.08	9.45	3.20
3,870	P	2.27	8.40	12.28	7.53	6.16	f 12.05PM	319.7				464.3	3.07	9.17	10.42	f 5.50	9.30	3.05
	PFWYT	2.45AM	9.00AM	12.40AM	8.05PM	6.30PM	12.20PM	324.5	DN-R	CALIENTE	CS	459.5	2.55AM	9.05AM	10.30AM	5.35PM	9.15AM	2.45PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(8.45) 13.4 (7.50) 14.9 (3.30) 33.5 (3.23) 34.6 (3.30) 33.5 (4.25) 26.5Average Speed Per Hour..... (3.30) 33.5 (3.26) 34.1 (3.26) 34.1 (4.15) 27.6 (6.30) 18.0 (6.15) 18.8

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

		WESTWARD				CEDAR CITY BRANCH				EASTWARD						
		FIRST CLASS										FIRST CLASS				
Length of Passing Trucks in Feet in the Clear and Location of Telephone, Scale, Water, Fuel and Turning Stations.						103	Distance from Lund	Time Table No. 74		Distance from Cedar City	104					
						Mixed		October 9, 1927			Mixed					
						Leave Daily		STATIONS			Arrive Daily					
	YFWP					9.10AM	0.0	DN-R	LUND	UN	32.5	3.00PM				
1721	P					f 9.29	9.4				23.1	f 2.35				
4228	WOYP					s 10.00	21.0	D	IRON SPRING	GB	11.5	s 2.00				
1227	P					f 10.10	25.2				7.3	f 1.19				
	P					f 10.20	30.3				2.2	f 1.08				
1449	Loop WP					10.30AM	32.5	D-R	CEAR CITY	CD	0.0	1.00PM				
						Arrive Daily					Leave Daily					

(1.20) 24.4Average Speed Per Hour..... (2.00) 16.2

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Cedar City loop switch will be left lined for Westward trains. All trains reduce speed to ten (10) miles an hour over Cedar City loop.

Westward—EUREKA BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time Table No. 74 October 9, 1927			Distance from Eureka	FIRST CLASS		
	507 Passenger	501 Passenger		STATIONS				502 Passenger	506 Passenger	510 Passenger
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily				
POWY		10.33AM	0.0	DN-R	TINTIC	U	3.6			1.18
	11.45AM		0.8		TINTIC WYE		2.8		11.29AM	
	11.49	10.41	1.6		MAMMOTH JCT.		2.0	11.06AM	11.25AM	1.10
295	11.59AM	10.51AM	3.6	D	EUREKA	RK	0.0	10.56AM		1.00
	Arrive Daily	Arrive Daily					3.6	Leave Daily	Leave Daily	Leave Daily
	(0.14) 12.0	(0.18) 12.0		Time				(0.10) 12.0	(0.4) 12.0	(0.18) 12.0
	Average Speed Per Hour.....							Average Speed Per Hour.....		

Westward—SILVER CITY BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	FIRST CLASS		Distance from Tintic	Time Table No. 74 October 9, 1927			Distance from Silver City	FIRST CLASS	
	505 Passenger			STATIONS				508 Passenger	
	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily			
POWY			0.0	DN-R	TINTIC	U	2.4		
	11.29AM		0.8		TINTIC WYE		1.6		11.45AM
	11.37AM		2.4	D	SILVER CITY	SY	0.0		11.37AM
	Arrive Daily						2.4		Leave Daily
	(0.8) 12.0			Time				(0.8) 12.0	
	Average Speed Per Hour.....							Average Speed Per Hour.....	

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

EXCEPTIONS—No. 501 is superior to No. 502
No. 507 is superior to No. 510
No. 505 is superior to No. 508

Westward—MAMMOTH BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Scales, Water, Fuel and Turning Stations.	DENVER & RIO GRANDE WESTERN		L. A. & S. L.		Distance from Mammoth Junction	Time Table No. 74 October 9, 1927			Distance from Mammoth	L. A. & S. L.		DENVER & RIO GRANDE WESTERN	
	SECOND CLASS	FIRST CLASS	FIRST CLASS			STATIONS				FIRST CLASS	FIRST CLASS	SECOND CLASS	
	434 Mixed	414 Passenger	412 Passenger	503 Passenger		504 Passenger	413 Passenger	415 Passenger		435 Mixed			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
				11.06AM	0.0								
	Joint	Time	Table of	the D.&R. G.W.R.R. governs	between	L. A. & S. L. & D.R.G.W. Crossing	and Mammoth. These figures for information only						
	1.55PM	7.25PM	6.50AM	11.09	0.8	L.A. & S.L. & R.G.W. CROSSING	0.8	11.22	7.00AM	7.35PM	2.20PM		
W	2.05PM	7.30PM	6.55AM	11.14AM	1.6	D MAMMOTH MO	0.0	11.17AM	6.55AM	7.30PM	2.10PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				1.6	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
	(0.10) 4.8	(0.5) 9.6	(0.5) 9.6	(0.8) 12.0		Time			(0.8) 12.0	(0.5) 9.6	(0.5) 9.6	(0.10) 4.8	
	Average Speed Per Hour.....						Average Speed Per Hour.....						

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

EXCEPTIONS—No. 503 is superior to No. 504.

SPECIAL INSTRUCTIONS governing use of Joint track between L. A. & S. L. and D. & R. G. W. crossing and Mammoth:

Trains going toward Mammoth are superior to trains of the same class coming from Mammoth.

Regular trains twenty (20) Minutes or more late, or trains not on joint time table, can proceed only under flag protection. Switching must not be done at Mammoth within five (5) Minutes of the arriving time of any train. Switching must not be done, or cars left standing on main track without engine attached, unless switch below is thrown for side track.

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	Stations																						
		Salt Lake to Lake Point	Lake Point to Tintic	Tintic to Lynady	Lynady to Milford	Milford to Ureka	Ureka to Crestline	Crestline to Callenta	Callenta to Isim	Isim to Crestline	Crestline to Milford	Milford to Lynady	Lynady to Boulder	St. John to Bauer	Bauer to Salt Lake	Salt Lake to Mount	Mount to Payson							
P77 22/28 150	3150 to 3175	1250	800	3000	1250	1500	800	2000	400	600	2000	1250	800	150	800	1250	700	1350	700	1350	900	1350	700	1500
P77 25/28 172	3176 to 3181	1500	1100	3000	1500	1800	1000	2000	500	700	2000	1500	1100	100	1100	1500	900	1500	900	1600	1000	1450	800	1650
C57 22/30 198S	6009 to 6086	3300	1550	3700	2000	2160	1430	3800	700	1000	3000	2100	1550	300	1550	3000	1280	1900	1430	2160	1600	2050	1250	2050
MK 63 26/28 214S	2700 to 2715	3900	1800	4350	2400	2560	1660	4400	800	1142	3500	2500	1800	300	2000	3500	1480	2200	1660	2560	1800	2590	1400	2590
MT 73 29/28 230S	7850 to 7869	4500	2000	5000	2600	2800	1900	5000	900	1285	3800	2700	1950	300	1950	3000	1680	2350	1900	2900	2000	3000	1600	3000
TTT 63 29/30 290S	5500 to 5525	5900	2500	6600	3500	3800	2350	6600	1132	1516	4500	3800	2500	400	2700	4500	2250	2850	2350	3800	2500	3800	1900	3800
FTT 25/30 28 289SD	8800 to 8809	6400	2800	7100	3900	4200	2670	7100	1400	1820	5000	4300	3000	500	3200	5000	2500	3150	2670	4200	2670	4200	2200	4300
MC 57 26-41/32 464SD	3615 to 3619																							

EXPLANATION

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

Example:—Consolidated engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 190,000 pounds on Drivers:

C-57 22/30 190

Westward—FAIRFIELD BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Signals, Water, Fuel and Turning Stations.	Distance from Cutler	Time Table No. 74 October 9, 1927		Distance from Topliff
		STATIONS		
3,705 PFWY	0.0	DN	CUTLER JN	29.3
	1.9		S. L. & U. CROSSING 0.7	27.4
	2.6		ROBERTS (Spur) 2.3	26.7
	4.9		CLINTON 2.3	24.4
	7.2		WEBB 8.0	22.1
901 W	15.2		CEDAR FORT 5.1	14.1
1,231	20.3		FAIRFIELD 3.3	9.0
1,025	23.6		5 MILE PASS 5.7	5.7
2,024 PYW	29.3		TOPLIFF 29.3	0.0

Westward—PIOCHE BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Signals, Water, Fuel and Turning Stations.	SECOND CLASS	Distance from Caliente	Time Table No. 74 October 9, 1927		Distance from Pioche	SECOND CLASS
	401 Mixed Leave Daily Ex. Sunday		STATIONS			402 Mixed Arrive Daily Ex. Sunday
PWFTY	8.00AM	0.0	DN-R	CALIENTE CS	32.7	2.30PM
	f	6.0		PECK 5.9	26.7	f
109	f	11.9		COMET (Spur) 2.6	20.8	f
1,492	s 9.13	14.5		PANACA 5.9	18.2	s 1.17
		20.4		WATER TANK 1.0	12.3	
1,051	s 9.48	21.4		DELMUES 11.3	11.3	s 12.42PM
737 WY	10.45AM	32.7	D	PIOCHE RM	0.0	11.45AM
	Arrive Daily Ex. Sunday			32.7		Leave Daily Ex. Sunday
	(2.45) 11.9			Time Average Speed Per Hour		(2.45) 11.9

Westward—FRISCO BRANCH—Eastward

Length of Passing Tracks in Feet in the Clear and Location of Telephones, Signals, Water, Fuel and Turning Stations.	SECOND CLASS	Distance from Milford	Time Table No. 74 October 9, 1927		Distance from Newhouse	SECOND CLASS
	301 Mixed Leave Wednesday and Saturday		STATIONS			302 Mixed Arrive Wednesday and Saturday
POWFTY	9.45AM	0.0	DN-R	MILFORD FD	23.5	3.10PM
357		2.0		MOSCOW (Spur) 4.2	21.5	
6,140	f 10.16	6.2		HICKORY (Spur) 3.7	17.3	f 2.39
658	f 10.35	9.9		SOLUS 7.0	13.6	f 2.20
388	11.35AM	16.9	D	FRISCO CO	6.6	1.45PM
301 Y		23.5		NEWHOUSE 6.6	0.0	
	Arrive Wednesday and Saturday			23.5		Leave Wednesday and Saturday
	(1.50) 9.2			Time Average Speed Per Hour		(1.25) 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

SALT LAKE DIVISION.

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

R. V. Owens, General Supervisor of Time Service.....	Omaha
Salt Lake City	Hubbard-Denn Company
Salt Lake City	H. B. Miller Company
Provo	G. H. Heindselman
Lehi	E. N. Webb
Milford	The Gordon Jewelry Co.
Cedar City	W. H. Gordon

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

North Yard	Telegraph Office
North Yard	Engine Dispatcher's Office
Salt Lake City	Union Depot Telegraph Office
Salt Lake City	Dispatcher's Office
Tintic	Telegraph Office
Lynndyl	Telegraph Office
Milford	Dispatcher's Office
Milford	Telegraph Office
Lund	Telegraph Office
Caliente	Telegraph Office
Cedar City	Telegraph Office
Provo	Joint Yard Telegraph Office
Cutler	Telegraph Office
Sandy	Telegraph Office

4 (R). Time table and rules of the Oregon Short Line Railroad will govern all trains within joint yard limits Salt Lake City.

17 (C). When rules require headlights to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where switch engines are employed and at stations where switching is being done;
At meeting points, until the train to be met is clear of the main track;
When standing;
On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
25	Warner	Points west of Tintic at which train is scheduled to stop
25	St. John	Points west of Tintic at which train is scheduled to stop
25	Beryl	California
27	Tintic	California
27	Delta	California
27	Lund	California
28	Tintic	Points west and north of Ogden and Cheyenne and points east.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
26	Beryl	California
26	St. John	West of Tintic
26	Warner	West of Tintic
27	Tintic	Cheyenne and points east.
28	Lund	California
28	Delta	California
28	Tintic	California

82 (R). Unless otherwise directed, passenger extra trains will use passenger line and other extra trains will use freight line between Salt Lake City and Buena Vista.

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

83 (E). When a train has an order to meet an extra, or when an opposing extra has right over such train, it must see the extra or have the order annulled.

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

83 (S). Nos. 51-52-501 and 510 only will register at Tintic.
Nos. 53-54-55-56-57-58-59 and 60 only will register at Wye.
No. 71 and No. 72 only will register at Delta.
Cedar City Branch trains only will register at Lund.

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

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

98 (R). The Utah State Law governing movement of trains over railroad crossings at grade is as follows:

"All locomotives with or without trains, before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding four hundred feet from the crossing and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided that whenever interlocking signal apparatus and derailing switches are adopted, such stops shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this act, shall be deemed guilty of a misdemeanor and the corporation shall be liable for all damages which any person may sustain by reason of such neglect."

98 (S). RAILROAD CROSSINGS.

Location	Railroad Crossed	Trains which have precedence	How Governed
Salt Lake City (M.P. 782.5)	D. & R.G.W.	O. S. L.	
Salt Lake City (M.P. 782.4)	D. & R.G.W.	D. & R.G.W.	Interlocking Plant
Salt Lake City (M.P. 782.5 Freight Line)	S.L.G. & W.	O. S. L.	
Salt Lake City (M.P. 782.4 Freight Line)	D. & R.G.W.	O. S. L.	
Salt Lake City (M.P. 781.3 Freight Line)	W. P.	L. A. & S. L.	
Smelter (M.P. 766.8)	B. & G.	L. A. & S. L.	Cabin Interlocking Plant
American Fork (M.P. 766.0)	S. L. & U.	L. A. & S. L.	Cabin Interlocking Plant
Lake View (M.P. 757.3)	D. & R.G.W.	L. A. & S. L.	
Mammoth (M.P. 0.8)	D. & R.G.W.	D. & R.G.W.	
Cutler (M.P. 27.4)	S. L. & U.	L. A. & S. L.	
Lehi (M.P. 769.5 Sugar Factory Spur)	S. L. & U.	L. A. & S. L.	
Ironton (M.P. 752.3)	D. & R.G.W.	D. & R.G.W.	Interlocking Plant
Ironton (M.P. 752.3)	S. L. & U.	S. L. & U.	Interlocking Plant

98 (T). If home signals at cabin interlocking plants are in "stop" position, trains may proceed when crossing and signals are clear and if signals do not clear, flagman must go ahead over crossing and then be governed by Rule 509 to the next signal.

98 (U). Interlocking plant located on Spur Track serving Columbia Steel Plant between Provo and Ironton, crossing of D. & R. G. W. R. R. double track and single track on S. L. & U. R. R.

Movements of trains on L. A. & S. L. to Steel Plant will be governed by home signal located on right-hand side of track five hundred (500) feet from crossing.

Movements of trains from Steel Plant to L. A. & S. L. will be governed by two-arm home signal located on L. A. & S. L. five hundred (500) feet from S. L. & U. crossing on left-hand side of track. Upper arm will govern all movements from Steel Plant over L. A. & S. L. track to Provo Yard. Lower arm will govern all movements from Steel Plant to D. & R. G. W. Westbound main track.

One long sound of engine whistle should be used by L. A. & S. L. engines when calling for home signal.

SALT LAKE DIVISION.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a Block Signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510 and 808) the fact must be reported to the Train Dispatcher from the first point of communication, telephone booth or telegraph office.

104 (R). Switches will be set normally—
At Tintic Wye for Eureka Branch—Silver City main line.
At Pioche Wye switch for Prince Con. Mine R. R.
At Crestline Wye switch for East leg of Wye.
At Provo, switch leading to Ironton, for Ironton Spur.

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

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Psg.	Fr.	
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 on curved track		20	Steam Derrick.
At any point on tangent track		30	Steam Derrick.
Islen and Minto	30	20	
Islen and Minto	12	12	Light engines backing up.
Islen and Minto	24	24	Light engines moving forward.
At any point	45		With Mikado type engines.
At any point	40		With Consolidated type engines.
Through tunnels	20	20	
Within Yard Limits	30	15	Speed must be as much slower as rules or conditions may require.
Between Caliente and Tomas	20	20	On curves indicated by curve-warning signs.
Through Interlocking Plants	30	30	Where no other speed restriction is designated.
Between Lynndyl and Juab	40		
Between Juab and Provo	45		
Between Provo and Sandy	50		
Between Lynndyl and Juab		25	With Two-ten-two type engines.
Provo Subdivision	20	20	On curves indicated by curve-warning signs.
Pioche Branch	12	12	
Cedar City Branch	35	30	
Frisco Branch	12	12	
Delta Branch	12	12	
Eureka Branch	12	12	
Mammoth Branch	12	12	
Silver City Branch	12	12	
Fairfield Branch	30	30	
Fillmore Branch	35	25	
Eureka	6	6	Within City Limits.
Nephi	15	15	Within City Limits.
Provo	15	15	Within City Limits.
Pleasant Grove	8	8	Within City Limits.
American Fork	8	8	Within City Limits.
Lehi	8	8	Within City Limits.
Sandy	8	8	Within City Limits.
Passenger trains, freight trains and light engines will consume not less than the number of minutes indicated, between the points shown below.			
	Passenger Trains	Freight Trains	Light Engines
Between Islen and Minto.....	19 mins.	21 mins.	19 mins.

SPECIAL RULES

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

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509 (C), and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

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

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

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

(b) On single track, if the train 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 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 temporary passes in favor of employees when so endorsed by officer issuing them will be honored on freight trains between stations at which such trains stop when employees are traveling on company business. Other passes are not good for transportation on freight trains except when so endorsed or accompanied by special permit issued by the General Manager.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train has been opened to clear a public crossing a trainman must act as crossing watchman when a train or engine is passing on a siding or main track. When there is ample track room, crossings must be cut so as to leave an open space of 100 feet each side of the crossing.

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

804 (R). No engine may be detached from train while in motion. When a train is stopped on a grade, a sufficient number of hand brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train and sufficient train line pressure has been accumulated. See Rule 1045, Air Brake Rules.

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

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

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

Railroad Surgeons are located as shown below:

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

SPECIAL RULES

SALT LAKE DIVISION.

877 (A). Enginemen must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

886 (R). Freight trains consisting of more than 25 cars will cut off engine to take fuel or water when stop must be made on descending grade, or where there is more than one engine on the train. Trains under similar conditions will also cut off way cars before making spot. Test of air brakes must be made as prescribed by Rule 1041, Air Brake Rules.

887 (S). Retaining valves will be used on all westward freight trains between Islen and Minto in proportion to weight of train, exclusive of locomotive, as follows:

Less than 35 tons per car, use five head retaining valves and every third one throughout the train.

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

More than 50 tons per car use all retaining valves.

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

Retaining valves must be used on all trains Pioche to Mile Post 30 and Mile Post 27 to Mile Post 22, Pioche branch, Frisco to Milford, Frisco to Newhouse, Eureka to Tintic, Mammoth to Mammoth Junction and Silver City to Tintic. On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as per Rule 1053.

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

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

Air brake test as per Special Rule 1044 (B) will be made on all trains at Tintic, Boulter and Mount where angle cock has been turned or hose separated.

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

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

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

896 (R). Two-ten-two type, Mountain type or Mikado type engines will not be run on Pioche, Frisco, Delta, Eureka, Mammoth, Silver City and Fairfield Branches.

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. Employees 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.

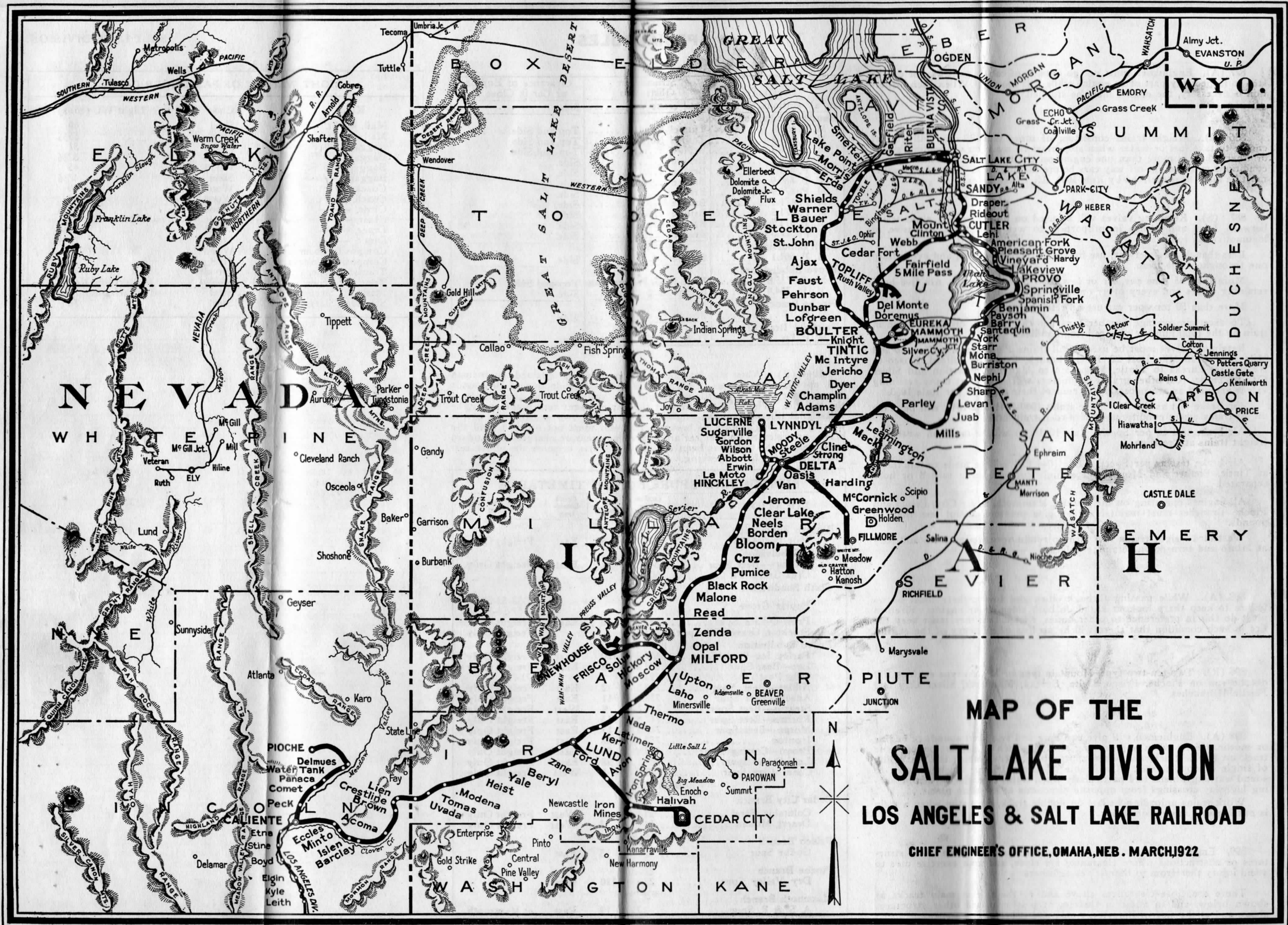
Location	Structure or Obstruction	Clearance of Engine or Car is Close at
At all stations	Mail cranes	Side
Fourth Subdivision:		
M. P. 462.8	Tunnel No. 11	Top and Side.
M. P. 463.3	Tunnel No. 12	Top and Side.
M. P. 468.1	Bridge	Top and Side.
M. P. 469.1	Bridge	Side.
M. P. 469.3	Bridge	Side.
M. P. 469.9	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 10 minutes or more the above test will be repeated before leaving.

SIDINGS AND SPURS NOT ON TIMETABLE				
LOCATION	Location Miles from L.A.	Car Capacity	Switch Connections	Flag Stops For Trains
Fourth Subdivision				
Mile Post 472.3	472.3	8	East	Freight Only
Fifth Subdivision				
Billings-Beet Spur	646.1	11	East	Freight Only
Cruz Gravel Pit	608.1			
Sixth Subdivision				
Poplar Grove				{ 51-52-53-54-55 56-57-58-59-60
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			71-72
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
BRANCHES				
Cedar City Branch	Miles from Lund			
Columbia Steel	21.0	50	West	Freight Only
Desert Mound	21.0	53	West	Freight Only
Frisco Branch	Miles from Milford			
Godbe Spur	17.6	15	East	
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

LIGHT WEIGHT OF PASSENGER CARS

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



**MAP OF THE
SALT LAKE DIVISION
LOS ANGELES & SALT LAKE RAILROAD**

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