

# The Postal Bulletin

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No. 16517

## NOTICE OF REWARD

OFFICE OF THE POSTMASTER GENERAL,  
Washington, August 9, 1934.

ORDER NO. 6004

On and after October 1, 1934, unless otherwise ordered, the Post Office Department will pay the following rewards, providing Congress makes available the necessary appropriation:

(1) NOT EXCEEDING TWO THOUSAND DOLLARS for the arrest and conviction of any offender on the charge of assaulting any person having lawful charge, control, or custody of any mail, or money or other property of the United States, with intent to rob, steal, or purloin such mail, or money or other property of the United States, or any part thereof, or on the charge of robbing any such person of any such mail, or money or other property of the United States, if in effecting or attempting to effect such robbery, he shall wound the person having custody of the mail, or money or other property of the United States, or put his life in jeopardy by the use of a dangerous weapon.

(2) NOT EXCEEDING ONE THOUSAND DOLLARS for the arrest and conviction of any offender on the charge of assaulting any person having lawful charge, control, or custody of any mail, or money or other property of the United States, with intent to rob, steal, or purloin such mail, or money or other property of the United States, or any part thereof, or of robbing such person of such mail, or money or other property of the United States, or any part thereof, where the assault does not include the wounding of the person having custody of the mail, or money or other property of the United States, or the putting of his life in jeopardy by the use of a dangerous weapon.

(3) NOT EXCEEDING TWO HUNDRED DOLLARS for the arrest and conviction of any person on the charge of breaking into or attempting to break into a post office, or any building used in whole or in part as a post office, with intent to commit in such post office, or part of said building used as a post office, any larceny or other depredation. A post-office station will be regarded as coming within the meaning of the term post office as used in this section.

(4) NOT EXCEEDING TWO HUNDRED DOLLARS for the arrest and conviction of any person on the charge of stealing mail or any valuable thing contained therein, or money or other property of the United States, while being conveyed over any post route, or while in the custody of any mail messenger, or being conveyed to or from any railroad depot, or of robbing or stealing from the mail while it remains at any railroad depot awaiting transfer.

(5) NOT EXCEEDING TWO HUNDRED DOLLARS for the arrest and conviction of any person on the charge of stealing mail or any valuable thing contained therein, or money or other property of the United States, from or out of any mail, post office, or station thereof, or from any person properly having custody of any mail, money, or property as aforesaid, or of larceny from any letter box, street letter box, or other receptacle established, approved, or designated by the Postmaster General for the receipt of mail on any rural-delivery route, star route, or other mail route, or from a box rented in a post office, or from any public receptacle or other authorized depository for mail.

(6) NOT EXCEEDING TWO HUNDRED DOLLARS for the arrest and conviction of any mail carrier on any mail messenger route or star route on the charge of embezzling or stealing mail or any valuable thing contained therein.

(7) For the arrest and conviction of any person as accessory to any of the offenses above mentioned, or for receiving or having unlawful possession of any mail, money, or property stolen from a post office or from a station of a post office, or otherwise, as provided in this Notice of Reward, the same reward will be paid as for the arrest and conviction of the principal offender.

(8) When an offender is killed in the act of committing any of the crimes enumerated herein, or in resisting lawful arrest, the same reward may be paid as though he had been tried and convicted.

(9) When a person has been convicted of committing any offense enumerated herein a reward may be paid, even though such person when arrested was charged with committing an offense not so enumerated.

(10) The reward that may be allowed under the offers made in the preceding paragraphs will be determined according to the circumstances surrounding the particular case and on the basis of the services personally rendered by each claimant. In deciding what amount should be paid, the importance and value of the service rendered, the character of the person arrested and convicted, the risks or hazards involved, the time consumed, the expenses incurred, and the efforts put forth will govern. Maximum rewards will be paid only when the services performed were of maximum value.

(11) Separate applications should be made in writing to the Chief Post Office Inspector, Washington, D.C., by each person who claims a reward. Applications for reward should state the name of the offender and the date and nature of the offense.

(12) Payment for services meriting a reward will be made, subject to the necessary appropriation, as aforesaid, upon presentation of satisfactory documentary evidence and after appropriate investigation. A claim will not be considered unless presented within 3 months from the date of conviction of an offender, or within 3 months from the date of his death, if he was killed in the act of committing a crime, or in resisting lawful arrest.

(13) In order that all claimants for reward in any case may have an opportunity to present their claims, the Department will not take final action until the time limit specified in the preceding paragraph has expired and the claims have been investigated.

(14) The Post Office Department reserves the right to reject a claim when the circumstances in the case do not justify the payment of a reward, or when, in its opinion, there has been collusion, or when improper methods have been used to effect an arrest or to secure a conviction; and it also reserves the right to allow only one reward where several persons have been convicted of the same offense, or when one person has been convicted of

several offenses, unless the circumstances, in its judgment, entitle the claimant to a reward for each conviction.

(15) All previous offers of reward are hereby rescinded, except as they may apply to cases in which arrests were made prior to October 1, 1934.

JAMES A. FARLEY,  
Postmaster General.

## CHANGE IN CONVERSION RATES

OFFICE OF THE POSTMASTER GENERAL,  
Washington, September 28, 1934.

ORDER NO. 6251.

It is ordered that on and after October 2, 1934, in the issue of international money orders the money of the United States shall be converted into that of Great Britain, Northern Ireland, the Irish Free State, and the Union of South Africa at the rate of \$5 to the pound, into that of Denmark at the rate of 22½ cents to the krone, into that of Norway at the rate of 25 cents to the krone, into that of Sweden at the rate of 26 cents to the krona, and into that of Switzerland at the rate of 33 cents to the franc.

HARLEE BRANCH,  
Acting Postmaster General.

THIRD ASSISTANT POSTMASTER GENERAL,  
Washington, September 28, 1934.

The market quotations for foreign exchange for certain countries have again declined sufficiently to permit lower conversion rates for postal money orders.

Postmaster General's order no. 6251 directs that beginning Oct. 2, 1934, the rate for money orders issued in the United States for payment in Great Britain, Northern Ireland, the Irish Free State and the Union of South Africa shall be \$5 to the pound; the rate for money orders drawn on Denmark shall be 22½ cents to the krone; the rate for money orders drawn on Norway shall be 25 cents to the krone; the rate for money orders drawn on Sweden shall be 26 cents to the krona, and the rate for Switzerland shall be 33 cents to the franc.

Table no. 27 should be used for Great Britain, Northern Ireland, the Irish Free State and the Union of South Africa; table no. 87 for Denmark; table no. 92 for Norway; table no. 94 for Sweden, and table no. 103 for Switzerland.

Postmasters and postal employees are cautioned to guard against errors by consulting conversion tables in connection with the last notice of change received, since any loss imposed upon the remitters or payees by lack of care will be charged against the postal employees at fault.

C. B. EILENBERGER,  
Third Assistant Postmaster General.

## AIR MAIL SERVICE

SECOND ASSISTANT POSTMASTER GENERAL,  
Washington, September 26, 1934.

A.M. 17

Effective October 1, 1934, A.M. 17-3 will operate 1 hour later.

A.M. 15

Effective October 1, service on A.M. 15 is as follows:

A.M. 15, Amarillo to Brownsville, Tex.

Amarillo to Fort Worth, 305 miles; Dallas to Brownsville, 563 miles; Waco to Galveston, 210 miles. Contractor, Long & Harman, Inc.]

Trip 5a	Trip 3a	Trip 1a	Effective Oct. 1, 1934	Trip 2a	Trip 4a	Trip 6a
2:00 p.m.			Central time			
2:15 p.m.			Lv. Amarillo, Tex. Ar			11:40 a.m.
			Wichita Falls, Tex. Ar			9:40 a.m.
		7:50 a.m.	Lv. Dallas, Tex. Ar	7:50 p.m.		
		8:10 a.m.	Ar Fort Worth, Tex. Lv	7:30 p.m.		8:25 a.m.
		8:20 a.m.	Lv Waco, Tex. Ar	7:20 p.m.		
		9:10 a.m.	Ar Houston, Tex. Lv	6:30 p.m.		
		9:15 a.m.	Lv Galveston, Tex. Ar	6:25 p.m.	6:15 p.m.	
9:10 a.m.			Ar Austin, Tex. Lv		4:35 p.m.	
10:45 a.m.			Lv San Antonio, Tex. Ar	5:30 p.m.		
10:55 a.m.			Ar Corpus Christi, Tex. Lv	4:40 p.m.		
11:20 a.m.			Lv Brownsville, Tex. Ar	4:20 p.m.		
		10:15 a.m.		3:10 p.m.		
		11:05 a.m.		2:00 p.m.		
		11:25 a.m.				
		12:45 p.m.				
		1:55 p.m.				

a Daily.

HARLEE BRANCH,  
Second Assistant Postmaster General.

## WRONG OFFICE NUMBER ON MONEY-ORDER FORMS

THIRD ASSISTANT POSTMASTER GENERAL,  
Washington, September 27, 1934.

It is reported that the office number appearing on the money-order forms supplied for the use of the post office named below was incorrect, and that some are supposed to have been issued and paid. Postmasters having in their files coupons of any such orders should be careful to avoid being misled by such error in certifying to applications for duplicates and warrants, or in answering inquiries regarding payment.

Station S, Los Angeles, Calif., serial numbers 210001 to 210344, inclusive. Correct office number is 81176 and not 91176.

C. B. EILENBERGER,  
Third Assistant Postmaster General.

NOTICES ON FORM 3578

THIRD ASSISTANT POSTMASTER GENERAL, Washington, September 27, 1934.

Complaint has been made that some postmasters in sending notices on form 3578, concerning publications of the second class which are undeliverable as addressed, fail to give the names and complete addresses exactly as they appear on the address labels of the copies.

Postmasters and other postal employees are, therefore, cautioned to see that the greatest possible care is exercised in making out notices on form 3578. The name and complete address of the subscriber must be given in the upper left portion of the form exactly as shown on the undeliverable copy and if any correction is necessary in the spelling of the name or in the station separation, such change can be indicated in the lower left portion of the form.

C. B. EILENBERGER, Third Assistant Postmaster General.

ACTING POSTMASTERS APPOINTED

- Fourth Class
Pewee Valley, Ky., Imogene Baumeister. Aug. 28, 1934.
Neebish, Mich., Miss Winfred Flynn. Sept. 13, 1934.

POST OFFICE CHANGES

- Established—Fourth Class
TEXAS
Maple, Cochran County. The order appearing in Bulletin 16511 establishing this office has been modified to show the supply as Special from Goodland, instead of route 50208, and the county changed to Bailey, instead of Cochran.
Discontinued—Fourth Class
ALABAMA
Talucah, Morgan County, route 24121. Effective Oct. 15, 1934. Mail to Valhermoso Springs.

- Sites Changed
CALIFORNIA
Spyrock, Mendocino County, 100 yards north on route 108748 (375 feet from depot). Order of Sept. 26, 1934.
OHIO
Rock Camp, Lawrence County, 85 rods west on route 31329. Order of Sept. 25, 1934.

- Summer Post Offices to Close
Longs Peak, Larimer County, Colo. Effective Sept. 30, 1934. Mail to Estes Park.
Bustins Island, Cumberland County, Maine. Effective Sept. 30, 1934. Mail to South Freeport.
Oregon Caves, Josephine County, Oreg. Effective Sept. 30, 1934. Mail to Grants Pass.

CHANGES AFFECTING MONEY-ORDER BUSINESS ONLY

- Domestic Business Established
ALASKA
Koyukuk, effective Nov. 1, 1934.
International Business Established
NEW MEXICO
La Mesa, effective Nov. 1, 1934.
International Business Discontinued
MISSOURI
Rocky Comfort, effective Sept. 29, 1934.

ALASKA STAR SERVICE

- 78132. Nenana or Fairbanks to Nome. From Nov. 1, 1934, supply Koyukuk (post office), instead of Koyukuk (n.o.), without change in distance or pay.
78169. Fairbanks to Wiseman. From Sept. 26, 1934, supply Alatna (post office), instead of Alatna (n.o.), without change in distance or pay.

ALASKA SPECIAL SERVICE

Special, Pilot Point. Special from Ugashik. The postmaster at Pilot Point, Alaska, is authorized to employ a carrier to perform special service as often as practicable, at a rate not exceeding two-thirds of his compensation as postmaster.

STAR ROUTE SERVICE

Established
MISSOURI
45968. Monett by Furdy and Butterfield to Cassville, 19 miles and back, 6 times a week. Contractor not required to transport other than first-class, newspaper, special-delivery, and special-handling parcel-post mail (except baby chicks.) Box delivery and collection service not required. Contract with W. E. Blankenship, 307 Ninth Street, Monett, Mo., under section 1-47, Postal Laws and Regulations for temporary star-route service from Oct. 16, 1934, to June 30, 1935, at the rate of \$419.64 per annum.

OKLAHOMA

53988. Chickasha by Verden, Anadarko, Fort Cobb, Carnegie, Mountain View and Gotebo, to Hobart, 76 miles, 6 times a week, 1 way only. Contractor not required to transport other than first-class, newspaper, special-delivery and special-handling parcel-post mail. Box delivery and collection service not required. Contract with Oklahoma Transportation Co., 400 West Noble Street, Oklahoma City, under section 1847, Postal Laws and Regulations, for temporary star-route service from Oct. 1, 1934, to June 30, 1935, at the rate of \$480 per annum.

PENNSYLVANIA

10714. Port Royal, by Spruce Hill, Path, Honey Grove, East Waterford and Perulack, to Blairs Mills, 27.7 miles and back, 12 times a week. Box delivery and collection service not required. From Oct. 1, 1934, to June 30, 1937. J. H. Clark, of Port Royal, contractor, at \$1,190 per annum.

TEXAS

50752. Jayton, by Pursley School Community (n.o.), to Salt Flat Gin (n.o.), returning by Golden Pond School (n.o.) and Daniels Corner (n.o.) to Jayton, 33.50 miles, equal to 16.75 miles and back, 3 times a week. Contractor required to sell stamp supplies, etc. From Oct. 15, 1934, to June 30, 1935. Ivey F. Murdoch, of Jayton, contractor, at \$594 per annum.

DISCONTINUED

53991. Chickasha to Hobart. The contract for service on this route is hereby terminated from and after Sept. 30, 1934. (Superseded by star route 53988.)

CHANGED

MINNESOTA
41237. McGregor to center north line section 3 (n.o.). Foot of this route is designated as Todd's store (n.o.), instead of center north line section 3 (n.o.).

41269. Elk River to center of east line section 29 (n.o.). Elk River to northeast corner section 34 (n.o.). Change and restate service without change in distance or pay to be as follows: Part A, Elk River to Lashbrook Corner (n.o.); Part B, Elk River to Ed. Kress Corner (n.o.).

NEVADA
75172. Minden railroad station to Bridgeport (Calif.). From Oct. 8, 1934, change and restate service so as to be from Minden railroad station by Minden, Gardnerville, Holbrook (n.o.), Wellington, and Sweetwater Ranch (n.o.) to Bridgeport (Calif.), returning by Sweetwater Ranch (n.o.), Wellington, Holbrook (n.o.), Gardnerville, and Minden railroad station to Minden, equal to 79.75 miles and back, 6 times a week; deduct \$3.44 per annum from pay of contractors and allow them as extra pay one-twelfth of the sum deducted.

WEST VIRGINIA

16674. Parkersburg to Charleston. From Oct. 1, 1934, change and restate service so as to be from Parkersburg by Parkersburg railroad station (B. & O. Sixth Street), Ripley, and Charleston railroad station (N.Y.C.) to Charleston, 80.2 miles, 5 times a week, 1 way only; allow contractor \$18.23 per annum additional pay.

STAR ROUTE SERVICE

Schedules

ALABAMA
24196. Goodwater to Millerville (waiver): Leave Goodwater daily except Sunday, on receipt of mail from train due about 9:5 a.m., but not later than 10:30 a.m. Arrive Millerville in 45 minutes. Leave Millerville daily except Sunday, on receipt of mail from rural carriers, but not later than 5 p.m. Arrive Goodwater in 45 minutes. Effective Oct. 15, 1934.

ARKANSAS

47129. South Fork (Mo.) to Mitchell: Leave South Fork daily except Sunday as soon as mails can be exchanged. Arrive Mitchell in 2 1/2 hours. Leave Mitchell daily except Sunday 8:30 a.m. Arrive South Fork by 10:30 a.m. Effective at once.

CALIFORNIA

76147. Happy Camp to Willow Creek: Leave Happy Camp daily except Sunday 5:45 a.m. Arrive Willow Creek by 11:45 a.m. Leave Willow Creek daily except Sunday on receipt of mail from Eureka. Arrive Happy Camp in 6 1/2 hours. Effective Oct. 2, 1934.

76221. North San Juan to Smartville: Leave North San Juan daily except Sunday 9:30 a.m. Arrive Smartville by 11 a.m. Leave Smartville daily except Sunday on receipt of mail from Grass Valley, but not later than 1 p.m. Arrive North San Juan in 1 1/2 hours. Effective Oct. 2, 1934.

76529. Red Bluff railroad station to Westwood: Leave Red Bluff railroad station daily 6:50 a.m. Arrive Westwood by 11:30 a.m. Leave Westwood daily 1:10 p.m. Arrive Red Bluff railroad station by 5:40 p.m. Effective Oct. 1, 1934.

ILLINOIS

35323. Newton to Mattoon: Leave Newton daily except Sunday and holidays 9:25 a.m. Arrive Greenup railroad station by 10:45 a.m. Leave Greenup railroad station daily except Sunday and holidays, on receipt of mail from train 341 due about 10:50 a.m., but not later than 11:40 a.m. Arrive Greenup in 10 minutes. Leave Greenup daily except Sunday and holidays, immediately upon exchange of mails, but not earlier than 11:10 a.m. Arrive Mattoon in 1 1/2 hours. Leave Mattoon daily except Sunday and holidays, 2 p.m. Arrive Newton by 4:45 p.m. Effective Oct. 1, 1934.

IOWA

43952. Fairfield to Packwood: Leave Fairfield daily except Sunday, 7:50 a.m. Leave Fairfield railroad station (Burl.) daily except Sunday, on receipt of mail from train 7, due about 8 a.m., but not later than 9 a.m. Arrive Packwood in three-fourths hour. Leave Packwood daily except Sunday, 2:45 p.m. Arrive Fairfield by 3:30 p.m. Effective Oct. 1, 1934.

KENTUCKY

30058. Elliottville to Minor: Leave Elliottville daily except Sunday on receipt of mail from star route from Morehead due about 7:30 a.m., but not later than 9 a.m. Arrive Minor in 2 hours. Leave Minor daily except Sunday 15 minutes after arrival. Arrive Elliottville in 2 hours. Effective at once.

MAINE

1330. Minturn to Swans Island: Sept. 18 to June 30
Leave Minturn daily except Sunday 4:40 a.m. Arrive Swans Island by 5 a.m. Leave Swans Island daily except Sunday on receipt of mail from Rockland, but not later than 7:45 p.m. Arrive Minturn in 20 minutes. July 1 to Sept. 15
Leave Minturn daily except Sunday 1 p.m. Arrive Swans Island by 1:20 p.m. Leave Swans Island daily except Sunday 9:15 a.m. Arrive Minturn by 9:35 a.m. Effective Sept. 26, 1934.

MISSOURI

45963. Monett to Cassville: Leave Monett daily except Sunday on receipt of mail from train due about 11 a.m., but not later than 12 m. Arrive Cassville in 50 minutes. Leave Cassville daily except Sunday 2:35 p.m. Arrive Monett by 3:15 p.m. Effective Oct. 16, 1934.

NEBRASKA

57129. Newport to Metzinger (n.o.): Leave Newport daily except Sunday 9:45 a.m. Arrive Metzinger (n.o.) by 11:15 a.m. Leave Metzinger (n.o.) daily except Sunday 11:30 a.m. Arrive Newport by 1 p.m. Effective Oct. 16, 1934.

OKLAHOMA

53988. Chickasha to Hobart: Leave Hobart daily except Sunday 6:30 p.m. Arrive Chickasha by 9 p.m. Effective Oct. 1, 1934.

OREGON

73305. Marial to Illabe: Leave Marial Tuesday, Thursday, and Saturday 12:10 p.m. Arrive Illabe by 6 p.m. Leave Illabe Tuesday, Thursday, and Saturday 6 a.m. Arrive Marial by 12 m. Effective at once.

STAR ROUTE SERVICE

Schedules

MINNESOTA
41239. Part A, Elk River to Lashbrook Corner (n.o.); part B, Elk River to Ed. Kress Corner (n.o.):
When motor vehicle can be used
Part A
Leave Elk River daily except Sunday 9 a.m. Arrive Lashbrook Corner (n.o.) by 9:40 a.m. Leave Lashbrook Corner (n.o.) daily except Sunday 9:40 a.m. Arrive Elk River by 10:20 a.m.

Part B
Leave Elk River daily except Sunday 10:20 a.m. Arrive Ed. Kress Corner (n.o.) by 11:15 a.m. Leave Ed. Kress Corner (n.o.) daily except Sunday 11:15 a.m. Arrive Elk River by 11:45 a.m. When motor vehicle cannot be used
Part A
Leave Elk River daily except Sunday 9 a.m. Arrive Lashbrook Corner (n.o.) by 10:30 a.m. Leave Lashbrook Corner (n.o.) daily except Sunday 10:30 a.m. Arrive Elk River by 12 m.

Part B
Leave Elk River daily except Sunday 12:30 p.m. Arrive Ed. Kress Corner (n.o.) by 2:30 p.m. Leave Ed. Kress Corner (n.o.) daily except Sunday 2:30 p.m. Arrive Elk River by 4:30 p.m. Effective at once.

41237. McGregor to Todd's store (n.o.): Leave McGregor daily except Sunday on receipt of mail from train due about 10:02 a.m., but not later than 11 a.m. Arrive Todd's store (n.o.) in 3 hours. Leave Todd's store (n.o.) daily except Sunday immediately after arrival. Arrive McGregor in 2 1/2 hours. Effective Oct. 1, 1934.

NEVADA

75172. Minden railroad station to Bridgeport (Calif.):
Apr. 1 to Nov. 30
Leave station daily except Sunday on receipt of mail from train due about 10:35 a.m., but not later than 12:30 p.m. Arrive Bridgeport in 4 1/2 hours. Leave Bridgeport daily except Sunday 8:30 a.m. Arrive Minden by 1:15 p.m.

Dec. 1 to Mar. 31
When motor vehicle can be used
Leave station daily except Sunday on receipt of mail from train due about 10:35 a.m., but not later than 12 m. Arrive Bridgeport in 6 hours. Leave Bridgeport daily except Sunday 8:30 a.m. Arrive Minden by 2:30 p.m.

When motor vehicle cannot be used
Leave station daily except Sunday on receipt of mail from train due about 10:35 a.m., but not later than 12 m. Arrive Bridgeport in 9 hours. Leave Bridgeport daily except Sunday 6 a.m. Arrive Minden by 3 p.m. Effective Oct. 8, 1934.

NORTH CAROLINA

18177. Springfield to Hays: Leave Springfield daily except Sunday 15 minutes after arrival. Arrive Dehart in 40 minutes. Leave Dehart daily except Sunday 8:10 a.m. Arrive Hays by 9 a.m. Leave Hays daily except Sunday on receipt of mail from North Wilkesboro, but not later than 4 p.m. Arrive Springfield in 1 1/2 hours. Effective Oct. 15, 1934.

18180. Abshers to Springfield: Leave Abshers daily except Sunday on receipt of mail from Elkin, and Dockery, but not later than 4:15 p.m. Arrive Springfield in 1 hour. Leave Springfield daily except Sunday 5 minutes after arrival. Arrive Abshers in 1 hour. Effective Oct. 15, 1934.

PENNSYLVANIA

10690. Jersey Shore to Cedar Run: Leave Jersey Shore daily except Sunday on receipt of mails from train due about 7:38 a.m., but not later than 9 a.m. Arrive Cedar Run in 2 1/2 hours. Leave Cedar Run daily except Sunday 2 p.m. Arrive Jersey Shore by 4 p.m. Effective Sept. 29, 1934.

10714. Port Royal to Blairs Mills: Leave Port Royal daily except Sunday, 7:30 a.m. and 3 p.m. Arrive Blairs Mills by 9 a.m. and 4:30 p.m. Leave Blairs Mills daily except Sunday 9 a.m. and 4:45 p.m. Arrive Port Royal by 10:30 a.m. and 6:15 p.m. Effective Oct. 1, 1934.

UTAH

69120. Part A, Salt Lake City to Tooele; part B, Salt Lake City to Grantsville:
Part A
Leave Salt Lake City daily 6:30 a.m. and daily except Sunday 11 a.m. Arrive Tooele 8:30 a.m. and 12:30 p.m. Leave Tooele daily 7 p.m. and daily except Sunday 9 a.m. Arrive Salt Lake City 8:30 p.m. and 10:30 a.m.

Part B
Leave Salt Lake City daily 6:30 a.m. Arrive Grantsville 8:30 a.m. Leave Grantsville daily 6 p.m. Arrive Salt Lake City 8:30 p.m. Effective Oct. 1, 1934.

WEST VIRGINIA

16673. Oak Hill to Red Star railroad station: Leave Oak Hill daily except Sunday 2:45 p.m. Arrive Red Star railroad station by 3:35 p.m. Leave Red Star railroad station daily except Sunday on receipt of mail from train due at 3:35 p.m., but not later than 5 p.m. Arrive Oak Hill in 50 minutes. Effective Oct. 1, 1934.