

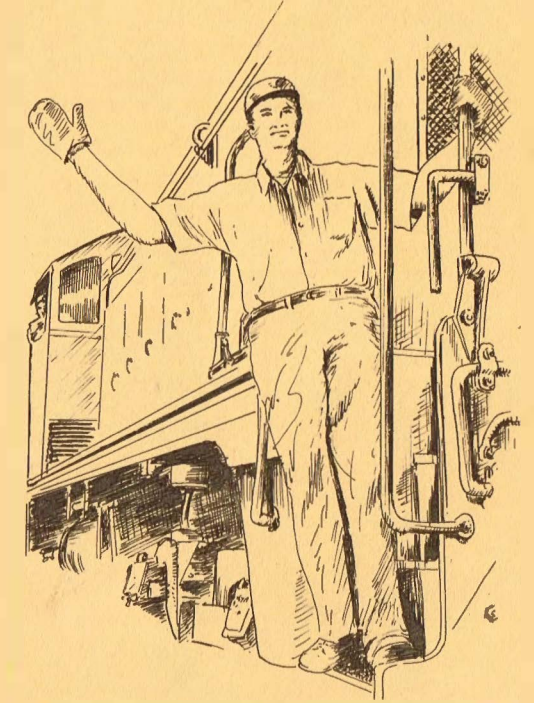
UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



**UTAH DIVISION
TIME-TABLE No. 48**

EFFECTIVE SUNDAY, SEPT. 16, 1973
AT 12:01 A.M. — MOUNTAIN TIME

SAFETY — WHO NEEDS IT?
YOU DO!

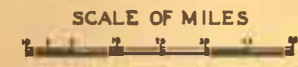


FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION

CORRECTED TO SEPT. 16, 1973



R. L. RICHMOND

General Manager

J. BOWEN

General Superintendent Transportation

H. H. BRANDT, Superintendent, Salt Lake City, Utah

T. E. ACKLIN, Ass't Supt.Salt Lake City, Utah
 D. F. McCRAW, Ass't to Supt.....Salt Lake City, Utah
 R. V. WADE, Terminal Supt.....Salt Lake City, Utah
 J. R. HART, Ass't Terminal Supt.....Salt Lake City, Utah
 L. A. LEAKE, Term. Trainmaster.....Salt Lake City, Utah
 B. E. STANGER, Term. Trainmaster..Salt Lake City, Utah
 N. D. PARTINGTON, Trainmaster....Salt Lake City, Utah
 W. M. BATES, Trainmaster.....Salt Lake City, Utah
 T. A. WINGSTAD, Trainmaster.....Clearfield, Utah
 D. R. LYON, Ass't Trainmaster.....Clearfield, Utah
 O. G. STOCKHAUS, Ass't Trainmaster.....Clearfield, Utah
 R. J. RAIRIGH, TrainmasterMilford, Utah
 A. W. CAMPBELL, Mechanical Supt.-West
 Salt Lake City, Utah
 H. A. WILLIAMS, Road Foreman of Engines
 Salt Lake City, Utah
 R. J. LARKIN, Road Foreman of Engines
 Salt Lake City, Utah
 F. G. PFISTER, Road Foreman
 of EnginesLas Vegas, Nev.
 H. J. KESSNER, Division Engineer....Salt Lake City, Utah
 D. J. GALE, General Roadmaster.....Salt Lake City, Utah
 H. G. HAGGLUND, Superintendent of
 SafetySalt Lake City, Utah

OGDEN TERMINAL

R. O. BILLS, Superintendent
 G. F. CHERRY, Assistant Superintendent
 B. H. DOXEY, Assistant Superintendent

Salt Lake City, Utah

R. D. Brink, Division Chief Dispatcher
 R. C. Allyn, Chief Train Dispatcher

Assistant Chief Train Dispatchers

R. L. Gundy R. L. Maughan
 G. J. Wilde B. F. Hyde
 W. A. McCall C. W. Cook
 C. H. White C. W. Hyde
 J. T. Holyoak L. D. Nelson

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
When using tracks other than main tracks unless a different speed is specified.	15	15	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track.		40
Sidings in CTC territory.	20	20	On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through crossovers or turnouts.		10
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains with retaining valves in use.		20
When using No. 20 turnouts, unless a different speed is specified.	40	40	Trains handling open top hopper cars U.P. 85000 to 88999: Loaded; When loaded with ballast.		50 35
When using No. 14 turnouts located on: Straight track Curves	30 20	30 20	Trains handling UP ore cars 26000 to 26499, Under load or empty, unless otherwise restricted.		40
When using other turnouts.	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks.		40 35
Facing point movement over spring switches not protected by signals, unless advised by train order that switch has been spiked.	20	20	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		20
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35	35	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines.		35 25 25
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Self-propelled cranes pile drivers, weed sprayers and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco type.		35 45 45
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	Wye tracks, except those portions used as main track or siding.	6	6
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.		50
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.		25			
Trains handling ore from Cedar City Branch.		40			
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50			
Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.		50			

MILEAGE

Main Line	762.6
Branches	264.6
Grand Total	1027.2

FIRST SUBDIVISION

WESTWARD ↓		Time Table No. 48 September 16, 1973	EASTWARD ↑		ADDITIONAL STATIONS				
LENGTH OF SIDINGS CARS FEET		STATIONS	MILE-POST	RULE 6(B)	Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
					SALT LAKE CITY YL	36.3	P	First Subdivision	
		DN-R NORTH YARD YL	35.3	FIPTY	Becks	32.9	X69	Both	East
		NORTH SALT LAKE	31.1	PX	Pioneer	29.7	X78	Both	East
		D WOODS CROSS	28.1	PX	Centerville	25.8	X13	West	Level
W 61	3556	FARMINGTON	21.3	PX	Layton Sugar Factory Spur ...	13.8	X27	East	East
C 113	6418	KAYSVILLE	16.7	P	Lodjic	2.3	0.5 Miles	East	West
		LAYTON	14.5	P	Browning	2.7	23	Both	West
		CLEARFIELD	9.8	PXY	Harrisville	4.7	25	Both	Level
		ROY	6.1	P	WIP	6.3	19	Both	West
		BRIDGE JCT. YL	1.0	P	Randall	6.6	19	Both	West
		DN-R OGDEN YL	0.0	FPY	Perry	17.2	20	Both	Level
		D. & R. G. W. CROSSING YL	0.7	A	Collinston	40.1	9	West	East
116	6573	S. P. JCT. YL	1.6	P	Cottle	55.7	22	Both	Fast
105	5938	HOT SPRINGS	8.8	PY	Cornish	60.6	29	Both	Level
105	5965	WILLARD	14.0	P	Anderson	63.7	13	Both	East
115	6519	D BRIGHAM CITY YL	21.1	I'Y	Clifton	75.2	22	Both	Level
106	5984	HONEYVILLE	30.4	P	Virginia	100.0	47	Both	West
107	6039	DEWEY	35.9	P			10	Both	West
106	6010	WHEELON	44.6	P					
W 93	5300	DN CACHE JCT. YL	48.8	PY					
E 57	3319	TRENTON	56.9	P					
106	6022	WESTON	65.1	P					
106	6011	DAYTON	71.0	P					
106	6007	COULAM	78.3	P					
106	6005	SWAN LAKE	84.7	P					
106	5991	D DOWNEY	95.0	P					
107	6046	ARIMO	104.7	P					
110	6221	D McCAMMON	111.2	PY					
108	6131								
		(147.5)							

On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Rule 251 is in effect between Salt Lake City and Clearfield.

Note 2 to Rule 99 is in effect on First Subdivision.

CLEARANCE REQUIREMENTS

Trains From	En Route To	Must Receive	In Addition To	At	Need not receive clearance at
Utah Division	Idaho Division	Idaho Div. clearance	Utah Div. clearance	Salt Lake City	McCammon
Idaho Division	Utah Division	Utah Div. clearance	Idaho Div. clearance	Pocatello	McCammon
Utah Division	Wyoming Division	Wyoming Div. clearance	Utah Div. clearance	Salt Lake City	Ogden
Wyoming Division	Utah Division	Utah Div. clearance	Wyoming Div. clearance	Green River	Ogden

Only trains which originate or terminate at Ogden need register at Ogden.
Eastward Utah Division trains must identify opposing trains between Pocatello and McCammon.

SPEED RESTRICTIONS — FIRST SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Between Ogden and Salt Lake City					
Maximum speed.	79	60	Between Mile Posts — Farmington		
Trains consisting of 50% or more ore.		40	22.3 and 22.5	70	55
			26.6 and 26.8	70	55
Between Mile Posts —			North Yard		
Bridge Jct.			34.8 and 34.9	35	25
1.82 and 2.59	60	50	34.9 and passenger station	25	25
Kaysville			Salt Lake		
20.9 and 21.2.	70	55	Salt Lake Switching District when moving in or out of industry tracks		5
Within Ogden Terminal Limits					
Switches, Cecil Junction.	15	15	Balloon Track, Patterson Avenue	10	10
Wye Tracks 1 and 2 between Bridge Jct. and Patterson Avenue	15	15	Riverdale By-Pass track	40	40
Between Ogden and McCammon					
Maximum speed.	79	60	Between Mile Posts —		
Between Mile Posts —			Cache Junction		
Hot Springs			49.0 and 49.3	25	25
10.3 and 10.6	70	60	51.1 and 51.4	50	40
12.3 and 12.7	70	60	53.5 and 53.9	65	55
13.7 and 14.0* (See Note)	70	60	Cornish		
			64.1 and 64.5	65	55
Willard			Weston		
14.9 and 15.0	70	60	66.1 and 67.1	50	40
17.3 and 17.7	70	60	68.6 and 68.8	75	60
19.2 and 19.4	70	55	Coulam		
20.9 and 21.1	35	35	82.7 and 83.0	50	40
Brigham City			Swan Lake		
23.1 and 23.4	65	55	85.6 and 85.8	65	55
			86.5 and 87.5	65	55
			90.2 and 90.4	55	45
			92.3 and 93.9* (See Note)	65	55
Dewey			Downey		
37.8 and 38.0	50	40	99.4 and 99.6	60	50
41.0 and 41.4	65	55	Virginia		
42.0 and 42.2	50	40	102.4 and 102.6	65	55
43.5 and 44.6	50	40	Arimo		
			107.4 and 107.7	65	55
			109.8 and 110.8 — Westward only	70	45
			110.8 and 111.2	45	35

NOTE: Referring to Rule 12(D) * Reduce Speed Signs have been placed on left side of track at following points:

Westward
M.P. 44.6

Eastward
M.P. 14.0 M.P. 47.5
M.P. 93.9

SECOND SUBDIVISION

WESTWARD ↓		Time Table No. 48 September 16, 1973		EASTWARD ↑	
LENGTH OF SIDINGS		STATIONS		MILE-POST	RULE 6(B)
CARS	FEET				
106	6004	DN-R NORTH YARD YL	35.3	FPTY	
		GRANT TOWER YL	36.0	IP	
		W.P.-U.P. JUNCTION YL	781.7	PX	
		BUENA VISTA	779.2	P	
		SALT LAKE CITY YL	36.3	P	
		D. & R. G. W. CROSSING YL	37.8	AP	
		D. & R. G. W. CROSSING YL	38.0	AP	
106	6004	BUENA VISTA	779.2	P	
109	6155	D GARFIELD	768.3	P	
		K.C.C. CROSSING	767.1	AP	
		SMELTER	766.4	PX	
		LAKE POINT	764.4	P	
		ERDA	756.4	P	
		D WARNER	748.2	PY	
		STOCKTON	742.6	P	
		ST. JOHN	736.1	P	
		FAUST	723.3	P	
		PEHRSON	717.2	P	
		LOFGREEN	709.9	P	
		BOULTER	704.2	P	
		TINTIC	698.6	PY	
		McINTYRE	691.9	P	
		JERICO	685.3	P	
		CHAMPLIN	675.0	P	
		LYNNDYL	665.9	PY	
		STRONG	658.2	P	
		D DELTA	649.4	PY	
		VAN	639.9	P	
		CLEAR LAKE	631.0	P	
		BLOOM	617.5	P	
		CRUZ	609.6	P	
		BLACK ROCK	599.4	P	
		READ	589.7	P	
		MURDOCK	585.1	P	
		DN-R MILFORD	576.8	PY	
		(207.2)			

ADDITIONAL STATIONS					
Location	Mile Post	Car Capacity, Etc.	Switch Connections	Grade Descending	
Second Subdivision Industrial Center Spur	779.9	0.5 Miles P	West	East	
Bauer	744.8	24 P	Both	East	
Clover	732.8	Govt. Yard PY	East	East	
Cline	661.2	{ No. 1 13 No. 2 13	East East	West West	

Note 2 to Rule 99 is in effect on Second Subdivision.

CLEARANCE REQUIREMENTS

Trains to or from Provo Subdivision need not receive clearance at Lynndyl.

Eastward trains enroute to Provo Subdivision must identify opposing trains between Milford and Lynndyl.

Trains to or from Fillmore Branch need not receive clearance at Delta.

Trains to or from Silver City Branch need not receive clearance at Tintic.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum speed.	79	60	Between Mile Posts —		
Between Mile Posts —			Smelter		
Milford			When using No. 20 Turnouts at Smelter.	35	35
576.2* and 576.5 (See Note).	50	35	767.2 and 767.5.	70	60
576.5* and 576.7** (See Note).	20	20	Garfield		
Delta			770.1 and 770.6.	70	60
655.8 and 656.4	70	60	Buena Vista — via Freight Line		
Champlin			779.2 and 781.0	50	50
678.9 and 679.2	65	50	781.0 and Grant Tower	20	20
680.5 and 681.0	60	45	Within Interlocking Limits:		
682.5 and 689.0	60	45	Grant Tower (except south leg of wye)	15	15
Tintic			Grant Tower — South leg of wye	10	10
699.6 and 700.0	70	60	Between Mileposts—		
702.1 and 703.8	70	60	Buena Vista — via Passenger Line		
Boulter			779.2*** and D&RGW crossing, M. P. 38.0	25	25
705.8 and 711.3	55	40	Over D&RGW crossings M. P. 38.0 and M. P. 37.8	20	20
712.1 and 715.9	55	45	Between Ninth South Street and Passenger Station and between Fourth West and Fifth West Streets	12	12
Pehrson			(Trains or engines using main track along Fourth West Street must use not less than six minutes between First South and Ninth South Streets)		
719.6 and 721.0	60	50	Salt Lake City		
St. John			When pushing cars between Sixth North Street and Twenty-First South Street		5
742.1 and 744.1	55	40			
Warner					
754.2 and 755.6	60	45			
Erda					
757.1* and 758.9 (See Note).	55	40			
762.7 and 763.4	65	55			

WESTWARD ↓		FILLMORE BRANCH		EASTWARD ↑	
LENGTH OF SIDINGS		Time Table No. 48 September 16, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
107	6071	D	DELTA	0.0	PY
161	9024		21.7		
			GREENWOOD	21.7	
			10.5		
		D	FILLMORE	32.2	Y
			32.2		

Note:—Reduce Speed* or Resume Speed** signs placed to left of track.
***Reduce speed sign governing eastward trains located at beginning of restriction.

Movements on Fillmore Branch are governed by staff system. Staff is located in staff box near telegraph office door, Delta. See Special Rule 300(R).

ADDITIONAL STATIONS ON SPUR TRACKS OUT OF TINTIC

Location	Mile Post	Capacity, Cars	Switch Connections	Grade Descending
Silver City Branch				
Silver City	2.4	8	Both	East

SPEED RESTRICTIONS

LOCATION	MPH
Silver City Branch	10
Fillmore Branch, Maximum Speed.	25
(All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point).	

THIRD SUBDIVISION

WESTWARD		Time Table No. 48 September 16, 1973	EASTWARD		ADDITIONAL STATIONS				
LENGTH OF SIDINGS	SECOND CLASS 417 Daily Except Sat., Sun.		MILE POST	SECOND CLASS 418 RULE 6(B)	Location	Mile Post	Capacity, Etc.	Switch Connections	Grade Descending
CARS	FEET	CENTRALIZED TRAFFIC CONTROL	STATIONS						
			9.00AM	DN-R MILFORD 5.1	576.8	2.45PM	PY		
106	6026			UPTON 10.1	571.7		P		
106	6002			THERMO 11.1	561.6		P		
106	5988			LATIMER 9.1	550.5		P		
162	9101		10.00AM	LUND 9.9	541.4	1.45PM	PY		
106	6006			ZANE 4.8	531.5		P		
106	5981			BERYL 10.9	526.7		P		
106	6016			HEIST 6.0	515.8		P		
106	6004			MODENA 8.6	509.8		PY		
106	6008			UVADA 7.5	501.2		P		
110	6212			CRESTLINE 4.4	493.7		P		
106	6013			BROWN 4.7	489.3		P		
107	6041			ACOMA 9.3	484.6		P		
115	6516			ISLEN 11.0	475.3		P		
106	6014			ECCLES 4.8	464.3		P		
200	11150			D CALIENTE 5.0	459.5		PY		
107	6079			ETNA 4.6	454.5		P		
105	5976			STINE 5.0	449.9		P		
106	6013			BOYD 6.5	444.9		P		
111	6275			ELGIN 3.9	438.4		P		
127	7140			KYLE 5.4	434.5		P		
105	5925			LEITH 10.0	429.1		P		
91	5045			CARP 5.6	419.1		P		
107	6068		VIGO 10.6	413.5		P			
105	5977		HOYA 5.0	402.9		P			
118	6645		ROX 4.5	397.9		P			
107	6056		FARRIER 10.3	393.4		P			
107	6066		D MOAPA 9.6	383.1		PY			
108	6102		UTE 10.5	373.5		P			
108	6094		DRY LAKE 11.0	363.0		P			
107	6072		APEX 5.0	352.0		P			
108	6107		DIKE 8.3	347.0		P			
108	6119		WANN 4.5	338.7		P			
			DN-R LAS VEGAS	334.2		FPY			
			(242.6)					Daily Except Sat., Sun.	

CLEARANCE REQUIREMENTS

Trains to or from Cedar City Branch at Lund will retain their identity and need not receive clearance at Lund.

Westward trains enroute to Cedar City Branch must identify opposing trains between Milford and Lund.

Trains to or from Pioche-Prince Branches need not receive clearance at Caliente.

Trains to or from Mead Lake Branch need not receive clearance at Moapa.

Note 2 to Rule 99 is in effect on Third Sub-division.

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum Speed			Between Mile Posts —		
Between Las Vegas and Farrier (M.P. 393.4)	79	60	Stine		
Between Farrier and M.P. 500.0 near Uvada.	70	50	452.5 and 455.2	35	35
Between M.P. 500.0, near Uvada, and Milford.	79	60	Etna		
Between Mile Posts —			458.4 and 458.8	45	35
Las Vegas			Caliente		
333.0 and 334.7	20	20	460.0 and 460.3* (See Note).	40	35
334.8 and 336.1	60	50	461.2 and 461.7	30	25
			461.7 and 463.9	40	35
Dike			Eccles		
348.3 and 351.1	45	35	466.0 and 466.9	40	35
Fibreboard Spur.	20	20	467.2 and 469.0	55	45
			469.1 and 470.7	25	25
Apex			470.7 and 475.0* (See Note).	20	20
356.1 and 358.5	45	35			
358.8 and 359.5	60	50	Islen		
			475.3 and 477.3	25	25
Ute			479.1 and 480.1	40	35
379.1 and 379.6	60	50	480.4 and 481.6	30	25
380.3 and 380.9	65	55			
			Acoma		
Farrier			484.4* and 486.6 (See Note).	60	50
393.9 and 395.9	35	35	486.8 and 488.7	30	30
397.5 and 398.6	40	35			
399.9 and 402.1	60	50	Brown		
			489.1 and 492.1	50	40
Hoya					
403.7 and 418.0	35	30	Crestline		
418.2 and 419.7	40	40	494.1** and 494.4 (See Note).	40	30
			495.0 and 495.9	30	20
Carp			496.0 and 497.3	35	30
425.4 and 426.2	55	45	497.6 and 498.0	60	50
427.9 and 428.2* (See Note).	55	40			
			Uvada		
Leith			501.9* and 502.5 (See Note).	70	55
430.0 and 430.7	35	30			
430.9 and 441.8	35	35	Milford		
			576.2* and 576.5 (See Note).	50	35
Elgin			576.5* and 576.7** (See Note).	20	20
442.0 and 452.5	35	30			

Note—Reduce Speed* or Resume Speed** signs placed to left of track.

WESTWARD			CACHE VALLEY BRANCH			EASTWARD			SPEED RESTRICTIONS		
LENGTH OF SIDINGS			Time-Table No. 48 September 16, 1973			MILE POST			LOCATION		MPH
CARS	FEET	SECOND CLASS 303 Daily Except Sunday	STATIONS			MILE POST			CACHE VALLEY BRANCH		MPH
		5.30AM	DN-R	CACHE JCT. 8.6	YL	0.0	A	12.10PM	Between Mile Posts —		
34	1883	5.55		MENDON 5.2		8.6		11.52AM	Cache Valley Branch Maximum Speed.		40
18	1023	6.15		WELLSVILLE 3.8		13.8		11.40	7.5 and 9.0		35
22	1224	6.30		HYRUM 2.6		17.6		11.28	13.6 and 13.9		15
12	671			HOLT 3.9		20.2			13.9 and 17.7		35
42	2311	6.55	D	LOGAN 2.3		24.1		11.10	17.7 and 18.0		15
17	944			GREENVILLE 5.1		26.4			18.0 and 24.0		35
16	911	7.22		SMITHFIELD 5.9		31.5		10.50	Logan		
30	1692	7.45		RICHMOND 4.1		37.4		10.35	Anderson Coach Spur.		4
				LEWISTON (Spur) 2.3		41.5			25.6 and 25.7		35
30	1699	8.25		FRANKLIN 4.2		43.8		10.20	31.1 and 32.6		35
23	1301	8.35		WHITNEY 2.8		48.0		10.08	37.4 and 39.9		35
23	1319	A 9.30AM	D-R	PRESTON (50.8)	YL	50.8		10.00AM	42.9 and 44.0		25
									44.6 and 51.1		35

WESTWARD			MALAD BRANCH			EASTWARD			SPEED RESTRICTIONS				
LENGTH OF SIDINGS			Time-Table No. 48 September 16, 1973			MILE POST			LOCATION		MPH		
CARS	FEET	SECOND CLASS 311 Daily Except Sunday	STATIONS			MILE POST			MALAD BRANCH		MPH		
115	6519	6.30AM	D-R	BRIGHAM CITY 5.6	YL	0.0	A	1.15PM	Little Mountain Branch Maximum Speed.		40		
48	2643	6.45		CORINNE 5.9		5.6		12.57	0.0* and 0.4		15		
26	1469	6.57		FORD 2.2		11.5		12.45	1.5 and 1.7		25		
26	1457	7.02		CROPLEY 4.1		13.7		12.40	3.5 and 3.8		25		
43	2409	7.15	D	TREMONTON 2.0	YL	17.8		12.30	14.3 and 14.4*		15		
20	1147	7.30		GARLAND 31.7	YL	19.8		12.20	*Speed restriction signs located at point of restriction.				
19	1091	A 9.15AM	D-R	MALAD (51.5)	YL	51.5		11.01AM	Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.				
									ADDITIONAL STATIONS				
									Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
									Cache Valley Branch				
									Logan Sugar				
									Factory Spur	21.7	1.0 Mile	East	Level
									Mill Spur	44.4	12	West	East

WESTWARD			SYRACUSE BRANCH			EASTWARD			WESTWARD			LITTLE MOUNTAIN BRANCH			EASTWARD				
LENGTH OF SIDINGS			Time-Table No. 48 September 16, 1973			MILE POST			LENGTH OF SIDINGS			Time-Table No. 48 September 16, 1973			MILE POST				
CARS	FEET		STATIONS			MILE POST			CARS	FEET		STATIONS			MILE POST				
				CLEARFIELD 0.3	YL	0.0			105	5938		HOT SPRINGS 13.3			0.0	PY			
				D. & R. G. W. CROSSING 0.1	YL	0.3						LITTLE MOUNTAIN (14.4)			13.3				
				DN FREEPORT 1.7	YL	0.4													
				BARNES (2.1)	YL	2.1													
									Movements on Little Mountain Branch are governed by staff system. Staff is located in staff box near stem of wye, Hot Springs. See Special Rule 300(R).										

SPECIAL RULES — ALL SUBDIVISIONS

Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:
Ball "Official Railroad Standard";
Ball "Automatic Trainmaster" model;
Bulova "Accutron-Railroad Approved" model, including Calendar model;
Elgin "B. W. Raymond" model;
Hamilton electric "Railroad Special";
Longines Model "T-905" Railroad Watch;
Longines "Ultra-Chron Railroad Watch".

2 (S). Operating Rule 2 is modified by the addition of the following:
EXCEPTION: Employees working in the classification of Yard Helper will not be required to have a railroad grade watch until such employe has accumulated one year's seniority.

Markers

19 (R). Referring to Rule 19 (B). Reflectorized metal flags may be used as markers.

Blue Flag Protection at P.F.E. Icing Platforms

26 (R). At Ogden, mechanical blue flag protection is in service at P.F.E. icing platforms. When blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99 (J) is in effect on all branch lines. This does not include the Provo Subdivision.

Switches

104 (R). Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in CTC territory.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

Train Order Signals

221 (R). On branch lines, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Operation Under Staff System

300 (R). Staff system will be used for operation of trains on branch lines specified in the time-table.

Continued on opposite side.

Where staff system is in effect, the following will apply:

Trains or engines must not occupy branch unless they are in possession of the staff, which must be secured by the conductor and be delivered to the engineer, who must retain the staff until all movements on the branch are completed.

Possession of staff will authorize train to move in either direction on the designated branch without time-table, train order, or clearance authority; and protection of train in accordance with Rule 99, is not required.

After movements on the branch are completed, staff must be returned to staff box, box must be locked, and train dispatcher notified.

Block Signal Rules

516 (R). Where Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes.

Rules cited above are revised accordingly.

When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

Cabooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.

Inspection of Trains

715 (R). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employes.

Passengers on Freight Trains

721 (R). The following passengers may be carried on freight trains between stations at which the trains stop:

Employes holding "Identification Certificate—U.P.R.R. Co." and travelling on company business.

Switching Cars

804 (R-1). Except in in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (R-2). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804 (R-3). When switching or handling cars containing explosives or other hazardous materials, instructions contained in Bureau of Explosives pamphlets 20-F and 20-G must be complied with.

804 (S). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

Handling Cars With Air Brakes

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

Empty Tank Cars

807 (R). Empty tank cars must not be removed from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Continuous Welded Rail Trains

809 (R). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded

Maximum speed:

On unrestricted track - 40 MPH;

On restricted track - 20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts - 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

When Empty

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

Position of Cars in Trains

809 (S). DODX flat cars 39095-39199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

Instruction and exhibition cars 200-209 must be handled in rear of train only.

809 (T). The following tank cars are in service for movement of phosphorous from points in Idaho to various destinations:

MCPX and MONX 23000 Series, gross weight, loaded, 414,000 lbs.

FMLX 19000 Series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

Continued on opposite side.

When Loaded With Phosphorus:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 220,000 pounds by not less than three cars of a gross weight not exceeding 220,000 pounds. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from the locomotive and from any other car exceeding 263,000 pounds gross weight by not less than three cars of a gross weight not exceeding 263,000 pounds.

When Loaded With Phosphorus or with Water Ballast:

These cars must be handled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (U). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

809 (V). Referring to Rule 809 (C). Amend to include Modular housing units. All such cars must be entrained ahead of banded loads.

Units Dead in Train

809 (W). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units of the above types dead in train.

Helper Engines

809 (X). On freight trains, when helper is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Rule 809 or cars listed in Special Rule 809 (S). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

Hot Box Detectors

812 (R). Referring to Rule 812 (B). Train dispatcher must be notified of findings.

812 (S). Referring to Rule 812 (C). Hot box detectors are located as follows, with readout at Salt Lake City:

Second Subdivision	Third Subdivision
MP 751.0	MP 566.4
MP 729.7	MP 546.5
MP 703.3	MP 520.8
MP 670.9	MP 423.0
MP 644.0	MP 388.2
MP 623.4	MP 353.1
MP 604.6	
MP 583.5	

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

EXCEPTION: No deadhead employes may occupy RCS units.

Unattended Locomotives

871 (R). Exception to Rule 871 (A) is in effect at all points on Utah Division.

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

Track Restrictions

899 (R-1). Diesel locomotives, other than yard switcher or EMD 1870-1877, are not permitted to operate on tracks where curvature exceeds 22 degrees.

In handling hydrocushion cars on industrial tracks where curvature is 30 degrees or greater, movement is restricted to single car and unit.

899 (R-2). Engines must not go on any industrial trestle.

Air Brake Rules

1001 (R). Before moving an engine in engine house or from spot track, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine consist, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

The following additional rules and instructions also apply to movement of light engines, particularly around engine houses and servicing facilities:

1. Safety control feature must be cut in.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce engine speed to idle.

1030 (R). Air Brake Rule 1030 (D) is cancelled.

1039 (R). Some Union Pacific GP-9 class units and certain foreign line units are not equipped with dynamic brake inter-

Continued on opposite side.

lock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9 units or with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

1042 (R). The following will govern the use of retaining valves:

When, in the judgment of the conductor or engineer the use retaining valves is necessary to control the train properly, retaining valves must be used at any point.

A speed of 20 MPH must not be exceeded at any point when retaining valves are in use.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train, with retaining valves on all loads in Heavy Holding position.

1042 (S). On trains which are fully equipped with remote control retaining valve equipment, including caboose with operative retainer line air pressure gauge, remote control retaining valves may be used in lieu of manual retaining valves.

On engines equipped for remote control retaining valve operation, engineer's station is provided with retainer line air pressure gauge, a charging valve equipped with cut-out cock and a globe type release valve. To charge the retainer line, the release valve must be closed and charging valve must be opened.

Caboose equipped for remote control retaining valve operation are provided with a retainer line air pressure gauge, and cut-out cock at each end of the caboose. Cut-out cock at rear of caboose must be closed before attempting to charge retainer line. Approximately 5 minutes is required to charge retainer line to 45 lbs. pressure, or to deplete retainer line to discontinue operation of retaining valves.

When retaining valves are placed in service by remote control, sufficient time must be allowed to charge retainer line before entering retaining valve territory. When retainer line is charged to at least 45 lbs. pressure as indicated on retainer line caboose gauge, rear trainmen must notify engineer. If engineer does not receive such notification, train must not enter territory where use of retaining valves is required until he is advised caboose gauge indicates required pressure, or retaining valves are manually placed in holding position.

When use of remote control retaining valves is discontinued, charging valve must be closed and release valve opened on engine.

While remote control retaining valves are in operation, if an emergency application of air brakes occurs from any source, or pressure in retainer line drops below 30 lbs. as indicated on gauge on caboose, train must be stopped and all retaining valves must immediately be placed in holding position manually before releasing automatic air brakes. Retaining valves must be left in manual operation until point is reached where their use is not required.

When remote control retaining valves are to be used and train is not required to stop, a speed of 8 MPH must not be exceeded over the crest of grade.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve must be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH,

Continued on Page 16.

1043 (R). Continued.

reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048(E) in any way.

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030 (B) or 1044 (B).

Mechanical Instructions

1066 (S). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

RCS Radio Switch must be in "OFF" position while control units are detached from train.

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (S). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090 (T). A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time ratings as shown on the chart, the unit consist must not be operated lower than the
Continued on opposite side.

highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short-time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct us to reducing tonnage or providing additional power.

Cars or Loads of Excess Dimensions

All cars (both loads and empties) which have over-all dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain measurements and conditions which are common to most such cars. The codes involve the use of a number and a letter in coordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated:

- 1-A Protect against other loads over 12 feet wide, also all loads and equipment having a width of over 12 feet due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Separate this load from locomotive or any other heavy load exceeding 177,000 pounds gross weight, by at least three cars not exceeding 177,000 pounds gross weight each.
- 6-F Load must be placed on carrying car so that all axles are equally loaded.
- 7-G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8-II Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9-I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10-J Do not detour via team tracks Nos. 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11-K Deleted.
- 12-L Deleted.
- 13-M Cars are of standard dimensions for the State of Utah but high and/or wide in States of California and Nevada.
- 14-N Cars are of standard dimensions for the State of Idaho but high and/or wide in States of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in Code 1-A through 14-N.

It must be fully understood that there is to be no change in the present method of issuing train orders for excess dimension cars.

RADIO PROCEDURE — TO RESTORE A TRACK TO SERVICE PRIOR TO EXPIRATION OF PROTECTING ORDER, OR PRIOR TO AUTHORIZING A TRAIN TO PROCEED THROUGH LIMITS OF FORM Y ORDER

I. BETWEEN EMPLOYE IN CHARGE AND SUBORDINATES IN CHARGE OF ELEMENTS OF WORK FORCE.

"U.P. GENERAL FOREMAN SMITH CALLING FOREMAN ROBERT JONES"

"ROBERT JONES TO SMITH GO AHEAD"

"JONES ADVISE WHEN MEN AND MACHINES ARE CLEAR OF WESTWARD MAIN TRACK"

"JONES TO SMITH MEN AND MACHINES ARE CLEAR OF WESTWARD MAIN TRACK"

"SMITH TO JONES KEEP MEN AND MACHINES CLEAR. I WILL RELEASE WESTWARD MAIN TRACK FOR SERVICE IMMEDIATELY DO YOU UNDERSTAND"

"JONES TO SMITH ACKNOWLEDGE I UNDERSTAND"

(Procedure to be repeated to each employe responsible for any element of work force)

TRACK MUST NOT BE RELEASED TO TRAIN DISPATCHER FOR SERVICE UNTIL ALL RESPONSIBLE PERSONS HAVE CONFIRMED THEIR UNDERSTANDING.

II. BETWEEN EMPLOYE IN CHARGE AND ENGINEER OF TRAIN WITH FORM Y ORDER

"U.P. GENERAL FOREMAN A B SMITH CALLING ENGINEER U.P. EXTRA 3900 WEST"

"U.P. EXTRA 3900 WEST TO SMITH GO AHEAD"

"GENERAL FOREMAN SMITH TO ENGINEER U.P. EXTRA 3900 WEST I AM IN CHARGE OF WORK BETWEEN MP 107 AND MP 109 TRAIN ORDER NO. 45. MEN AND MACHINES ARE CLEAR. YOU MAY PROCEED THROUGH THE LIMITS OF ORDER NO. 45 AT (..... MPH REPEAT MPH) (AT NORMAL SPEED) ACKNOWLEDGE."

"ENGINEER U.P. EXTRA 3900 WEST I MAY PROCEED THROUGH LIMITS OF ORDER NO. 45 AT MPH ACKNOWLEDGE — U.P. EXTRA 3900 WEST OUT."

SPECIAL RULES — SALT LAKE CITY TERMINAL AREA

Use of Engine Bell

30 (R). Salt Lake City ordinance reads as follows:

"It shall be unlawful for any person or persons employed on a locomotive to fail to ring bell continuously on such locomotive while in motion in the inhabited portions of the city."

Joint Operation With Western Pacific

81 (R-1). Joint operation of Union Pacific and Western Pacific Railroads is in effect between W.P.-U.P. Junction (Eleventh West Street), Salt Lake City, and the station of Smelter, M. P. 766.4, Second Subdivision. All Second Subdivision Trainmen and Enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

Movements in Yards

93 (R-1). Crews of all trains and engines arriving Salt Lake must contact Tower Yardmaster for instructions to enter yard.

93 (R-2). All trains and engines moving to North Yard from points south of Fifth North on Passenger Main must stop to clear Fifth North unless movement is authorized by Yardmaster.

93 (R-3). At Salt Lake City, between Second South and Ninth South Streets, all trains and engines must proceed prepared to stop short of train, engine, obstruction or switch not properly lined and a speed of 12 MPH must not be exceeded.

Between sunset and sunrise, a flashing yellow light must be displayed at both ends of a car or cut of cars left standing on Fourth West Street.

93 (R-4). While roll-by inspection is being made by carmen at Fifth North or at Eighteenth North, train or engine movements on adjacent tracks must be stopped.

93 (S). At Salt Lake City, movements may be made against the current of traffic as follows:

Between Sixth North Street and Eighteenth North Street, when authorized by the yardmaster;

On westward track only, between yard limit sign near MP 32 and Eighteenth North Street, when authorized by the train dispatcher;

On eastward track between Eighteenth North Street and crossover at MP 33, on signal indication after authority has been obtained from the train dispatcher.

All movements against the current of traffic must be made at restricted speed.

Use of D.&R.G.W. Trackage at Salt Lake City

93 (T). While using D.&R.G.W. tracks, employes will be under supervision of D.&R.G.W. supervisors, and will be governed by the following rules:

D.&R.G.W. Rule 11. In non ABS territory, a train or locomotive finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

In ABS or CTC territory, a train or locomotive finding a fusee burning on or near its track, must promptly reduce to restricted speed and then proceed at restricted speed for a distance of one-half mile.

Continued on opposite side.

D.&R.G.W. Rule D-11: A fusee will not apply to the main track on which a train is running, if displayed beyond the first rail of adjoining main track.

D.&R.G.W. Rule 15. (Revised 2-72) The explosion of two torpedoes is a signal to proceed at reduced speed looking out for flagman for one and one-half miles and is to be acknowledged by two short blasts of the engine whistle. The explosion of one torpedo will indicate the same as two, but the use of two is required.

D.&R.G.W. Rule 93. Yard limits will be indicated by yard limit signs and designated in the time-table.

Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

Within yard limits the main track may be used without protecting against second class, extra trains and locomotives.

All except first class trains must move within yard limits at reduced speed, unless the track is seen or known to be clear.

D.&R.G.W. Definitions: Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 15 miles per hour.

Reduced Speed—A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

D.&R.G.W. Special Rule 17-T. All freight trains, switch and light locomotive movements, including deliveries between UP North Yard, and D&RGW Roper, will, unless otherwise provided, use the two running tracks extending from D&RGW main track, Subdivision 7, between Second North Street and First North Street to Twenty-First South Street, Roper.

Between crossover leading to WP connection just south of First South Street, Salt Lake City, and Twenty-First South Street, Roper, all trains, switch, light locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by yardmaster or on signal indication. Grant Tower operator will obtain authority from yardmaster before positioning signals for reverse movements.

D.&R.G.W. Special Rule 19-L:

Unless otherwise instructed, track assignments SLUD are as follows:

D&RGW Passenger trainsTrack No. 3
UP interchange deliveriesAny track
other than No. 3, or as directed by Yardmaster.

Trains, yard engines, light engines and others using SLUD tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLUD track just east of First South Street will be left lined for Fence track.

D.&R.G.W. Special Rule 19-R:

Grant Tower annunciator is located 430 feet west of Thirtieth South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

UP light engines, returning — 1 long, 1 short.

93 (U). Union Pacific crews entering D&RGW tracks at Roper Yard must stop at head-in speaker, Twenty-First South Street, and obtain track on which to yard delivery. After yarding their delivery, they must immediately cut engine off and contact yardmaster in east tower for return movement.

Railroad Crossings and Junctions

98 (R-1). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
North Salt Lake. (M.P. 31.3)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Becks. (M.P. 32.9)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Salt Lake City. (First South and Eleventh West Streets)	W.P.		CTC Signals.
Salt Lake City. (Between So. Temple and First South St. on Fifth West St.)	D.&R.G.W.		Manual Interlocking.
Salt Lake City. (M.P. 37.8, M.P. 38.0, Second Sub.)	D.&R.G.W.		Automatic interlocking. Special Rule 612 (R).
Salt Lake City. (Between Eighth and Ninth South Streets on Fifth West St., Utah Junk Spur)	D.&R.G.W.	D.&R.G.W.	D.&R.G.W. trains do not stop. U.P. engines stop and line derail. Operating Rule 98 (A).
Salt Lake City. (M.P. 38.4, Provo Subdivision)	D.&R.G.W.	U.P.	Semi-automatic interlocking. Operating Rule 613.
Near Burton. (M.P. 39.7, Provo Subdivision)	D.&R.G.W.	U.P.	Gate. Operating Rule 613.
Salt Lake City. (Fourth West Street and Van Buren Ave.)	D.&R.G.W. (2 tracks)	D.&R.G.W.	Gates. Special Rule 98 (S)
Midvale	D.&R.G.W.		Stop Signs. Operating Rule 98 (A).

98 (S). Fourth West extension at Van Buren Avenue crosses two D.&R.G.W. tracks protected by gates which are normally lined against Union Pacific movements. Union Pacific movements must stop at Stop sign and if no conflicting movement on D.&R.G.W. tracks a member of crew must secure both gates against D.&R.G.W. movements. After movement over crossing has been completed, both gates must be restored to normal position.

98 (T). At North Salt Lake and Becks, before movement in either direction may be made over D.&R.G.W. main track, member of crew must communicate with D.&R.G.W. dispatcher at Salt Lake City. After electric locks have been released by dispatcher, both D.&R.G.W. switches must then be hand operated and train or engine may proceed on signal indication.

At North Salt Lake, normal position of switch from Cudahy spur to Beeline spur is for Beeline spur. This switch is equipped with mechanical lock which will release when switch from D.&R.G.W. main track to Cudahy spur is reversed.

When restoring switches to normal position, switch to Beeline spur must be lined to normal position before D.&R.G.W. main track switch is restored to normal position.

Lunar indication on dwarf signal authorizes movement from Cudahy spur to Beeline spur. Yellow indication on dwarf signal authorizes movement from Cudahy spur to D.&R.G.W. main track.

When communication fails, or when dispatcher is unable to release electric locks, crews will be governed by instructions posted in telephone booth and by Operating Rule 613.

Public Crossings

103 (R). At Salt Lake City, on running track between Seventh North and Fourteenth North, speed of 10 MPH must not be exceeded over road crossing into rip track area, keeping careful lookout for vehicular traffic.

On Fourth West extension, yard movements must stop at Fourteenth South and Eighteenth South Streets and a member of crew must protect movement over the crossing.

At Becks, when using lead to auto unloading facility a member of crew must protect vehicular traffic when crossing Frontage Road.

103 (S). When signal governing movement through Grant Tower interlocking is at Stop, eastward Second Subdivision trains must stop clear of Ninth West Street until authorized to proceed.

Switches

104 (S-1). Switches will be set normally at:

- Becks —Switch from advance track to Standard Oil Company crossover, for the crossover.
- Utah Oil Field —Switch west end Track 5, for lead.
- North End West Yard —North switch of West 16 track, for West 16 track. Other hand operated switches on West lead, to and including New Yard lead switch, for West lead.
- Pole - West Yard —Switch from West 8 to lead, for West 8. Switch from lead to West 7, for West 7.
- North end East Yard —All switches on East lead from Bunjer Switch to Eighteenth North, for East Lead; and crossover switch from Bunjer track to East Lead, for East Lead.
- South end West Yard —All switches on West 16, for West 16. Switch from lead to West 15, for West 15.
- South end Coach Yard —Switch from Coach yard run-around to engine lead, for engine lead.
- General Brewing Company spur —Switch from General Brewing Company spur to Mountain Fuel Supply, for Mountain Fuel Supply.
- North End Freight House —Switch South end 5 Lead, for Freight House Lead.
- Keyser Lead —Salt Lake Stamp Co. switch, for Keyser Lead.
- Morrison & Merrill Lead —Switches both ends ice house, for lead.
- Second South Street —Crossover just east of Second South, for movement from Provo Main to Grant Tower; —Switch from Passenger Line to Passenger Yard just west of Second South, for Passenger Yard; —Switch from Provo Main to Passenger Yard just west of Second South, for Provo Main.
- Ninth South Street —Switch at junction of Provo Subdivision and Passenger Main track, for Provo Subdivision.

104 (S-2). At North Yard, before shoving or switching cars into East No. 1 track from south end the following will govern:

If movement is from East Lead, No. 9½ switch must be lined for Track 9½.

If movement is from West Lead, East No. 2 switch must be lined for East No. 2 track.

A member of crew must remain in vicinity of switch on respective leads to protect movement out of East No. 1 track.

Before performing switching movements on East Lead, it must be known that East No. 11 switch is lined for Track 11. Any crew using this switch must leave it lined for No. 11 track.

Controlled Block Signals

240 (R-1). Between North Salt Lake and North Yard, trains or engines stopped by Stop indication at Signals 320 or 341 must not proceed without authority from train dispatcher.

240 (R-2). At Becks, trains or engines entering westward main track must communicate with train dispatcher before operating derail or main track switch.

Centralized Traffic Control System

266 (R). Yard movements on Passenger Line must not pass Signal 7829 at Eighth South Street until verbal permission is received from dispatcher. When authorized by Train Dispatcher and CTC Signal indication, yard engine movements may be made in CTC territory between Eighth South Street and Buena Vista on Passenger Line and between Grant Tower and Buena Vista on Freight Line without receipt of clearance.

Automatic Interlocking

612 (R). At D.&R.G.W. Crossings, M.P. 37.8 and M.P. 38.0 Second Subdivision, when a train or engine has moved over crossing and has cleared interlocking limits, if it is necessary to make a reverse movement over crossing, member of crew must depress push button located in box on home signal, hold for five seconds, then release to receive signal indication for movement over crossing.

Movements at Pioneer

804 (T-1). At Pioneer, engines must not pass south loading rack at Pioneer Pipe Line without permission from Pioneer Pipe Line employe in charge of loading facility. Caboose must not be handled past either loading rack.

Handling Cars

804 (T-2). Cars must not be left unattended south of derrails at south end of Passenger Station, Garden or Freight House tracks.

Switching Cars with Operative Air Brakes

806 (S). Yard crews operating south of Fourth South Street, handling cuts of 3 or more cars over an uninterrupted distance of one mile or more, must have air brakes cut in and operative on all cars. Crew must couple air, make air test required by Air Brake Rule 1030 (H), and must bleed cars in their cut on arrival South Yard, as well as cars set out enroute.

806 (T). Air brakes must be cut in and operative on all cars being handled at following locations:

- Pioneer --Industrial area including Trumbull Asphalt spur and Fry Roofing spur.
- North Salt Lake --Bee Line spur.
- Salt Lake City --Utah Sand & Gravel plant; Salt Lake Auto Auction spur.
- Buena Vista --Leader-Pepper spur; Western Mining and Construction Co. spur.
- Midvale --Valley Material slag loading track; Flotation Mill highline.

Not more than eight cars may be handled to or from Flotation Mill highline at Midvale.

Use of Hand Brakes

806 (U). In addition to complying with Operating Rule 806 (A), hand brakes must be applied on cars as follows:

Location	Minimum Requirements
Utah Oil Field	—Not less than four hand brakes must be applied on north end of each track. Crews switching against cars on these tracks must know that brakes are applied.
Salt Lake City South Yard	—Not less than four hand brakes must be applied on each cut of cars left in South Yard. This includes No. 7 lead, all tracks in classification yard, and all transfer tracks.

Continued on opposite side.

Salt Lake City Freight House Area —At least one hand brake must be applied on north end of cars left standing on 3/4 track, No. 5 lead, house lead, and on house tracks 1 and 2;
 —Hand brakes must be set on all cars left standing south of derail on 3/4 track at material pile.

Becks —Not less than two hand brakes must be applied on each end of each cut at trailer ramp.

Chevron Oil —Hand brakes must be applied on all cars spotted for loading.

Track Restrictions

899 (S). Unless specifically authorized, units of 5000 HP or more must not be operated on industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted on:

- Salt Lake . . . Engines must not move through One-Spot Rip Track at any time.
- Murray . . . Gibbons & Reed spur, over under-track hopper.

Salt Lake Terminal area and Pioneer Industrial area have a number of curves in excess of 16 degrees. Before moving or switching on these industrial tracks, it must be known that curvature of track does not exceed maximum permitted.

List of all tracks in these areas that have curvature in excess of 16 degrees will be maintained in Terminal Superintendent's circular notice book and will be posted in Salt Lake Terminal area yard offices.

Close Clearances

900 (R-1). 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--
Midvale Spur	D.&R.G.W. overhead crossing	Side and Top.
Salt Lake City, Sixth South St.	Viaduct	Top.
M.P. 31.65	Viaduct	Top.

900 (S). Close clearance exists between two business car spurs, south end depot, Salt Lake City. Employes must not stand between these tracks and must not ride on side of cars moving into or out of these tracks.

900 (T). At Fry Roofing, drawbridge between Fry building and Trumbull building is located at third door from east end of Fry building. Before passing this location with engine or cars, or before coupling to cars on Fry track, an employe in plant must be notified and it must be known that drawbridge is clear for the movement.

Air Brake Rules

1005 (R-1). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches90 pounds

SPECIAL RULES — FIRST SUBDIVISION

CACHE VALLEY, MALAD, LITTLE MOUNTAIN, AND SYRACUSE BRANCHES

Engine Whistle Signals

14 (S). In the State of Idaho, in addition to locations listed in Operating Rule (14)(1), engine whistle must be sounded and bell rung approaching private crossings.

Movements Under Rule 97 (B)

97 (S). Rule 97 (B) applies to North Yard-North Salt Lake and North Yard-Woods Cross turns in addition to assigned zone or turn-around locals.

Railroad Crossings and Junctions

98 (R-2). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Syracuse Branch. (M.P. 0.3)	D.&R.G.W.	D.&R.G.W.	Manual interlocking controlled by D.&R.G.W. dispatcher.

Public Crossings

103 (T-1). At S.P. Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and signal indication permits train to proceed to Cecil Jct.

103 (T-2). All trains and engines must stop and be preceded by flagman over the following public crossing and flagman must display lighted fusee at night:

Garland Sugar Factory—three tracks crossing highway.

Switches

104 (T-1). Following dual control switches in CTC territory are No. 10 turnouts:

East and West Bridge Jct.

M.P. 8.5, Clearfield Hold Signal—Cross-over between No. 1 and No. 2 main tracks.

No. 20 turnouts are located at:
 East Clearfield—two cross-overs between No. 1 and No. 2 main tracks.

104 (T-2). Switches will be lined normally at:

Clearfield — Syracuse Branch switch and Storage yard lead switch, for old eastward siding.

Sidings and Yard Tracks

105 (R-1). At McCammon, crossover leading to storage track must not be left blocked with cars.

105 (R-2). At Cache Jct., westward siding extends from east switch near M.P. 47.6 to east crossover near depot. Eastward siding extends from west switch near M.P. 49.5 to west crossover at depot.

105 (R-3). At North Yard, First Subdivision trains entering west lead must obtain track number from yardmaster before passing West 1G switch.

Controlled Block Signals

240 (S). At S.P. Jct., when signals governing movement to Cecil Jct. do not display proceed indication when route is properly lined, a member of crew must communicate with switchtender at Cecil Jct. for instructions.

Continued on opposite side.

When call light on instrument house at S.P. Jct. is burning and governing signal displays Stop indication, member of crew must communicate with switchtender at Cecil Jct.

Movements on Signal Indication

261 (R). On Riverdale By-Pass Track, between Stop signals at M. P. 988.63 and Stop signal at M. P. 991.4 movements in both directions are governed by the indications of signals. A train or engine stopped by Stop signals at M. P. 988.63 or Stop signal at M. P. 991.4 must communicate with Operator, 28th Street, Ogden, and be governed by his instructions.

Centralized Traffic Control System

268 (R). Rule 268 applies at Lodjic and at Roy.

Mechanical Time Lock

281 (R). East switch of Drill track at Riverdale is equipped with mechanical time lock. Normal position of this switch is for Riverdale By-Pass track. Mechanical time lock must not be released or switch reversed without authority from Operator, 28th Street, Ogden.

Switching Cars with Air Brakes Operative

806 (V-1). At Woods Cross, when making movements on Phillips Oil warehouse trackage, air brakes must be cut in and operative on all cars.

806 (V-2). At Freeport Center, when handling cars on north or south main switching leads west of D.&R.G.W. connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade, and at least one air brake must be cut in for each six loads.

Use of Hand Brakes

806 (V-3). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

Location	Minimum Requirements
Freeport	—Not less than 2 hand brakes must be applied on east end of all tracks in Classification Yard; not less than 4 hand brakes on east end of all tracks in West Yard; and not less than 5 hand brakes must be applied on south end of north main, south main, and west leg of wye.
Clearfield	—Not less than two hand brakes must be applied on east end of cars standing on all yard tracks, including the old eastward and westward sidings.

Track Restrictions

899 (T-1). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted on the following tracks:

- Kaysville —Deseret Mill and Elevator Spur over grain pit.
- Malad —Beyond concrete slab installed on coal spur at Oneida County Grain Growers.
- Franklin —Butters Coal Spur pit.
- Lewiston —West end lime rock track.
- Whitney —Over dump pit on highline at sugar factory.

Continued on Page 22.

899 (T-1). Continued.

Note: Referring to Rule 805 (R), curvature on following tracks is in excess of 16 degrees:

Woods Cross	—New Team Track*	22°
	—Phillips Oil Spur	17°30'
Kaysville	—Church Warehouse	20°
Clearfield	—Woods Cross Canning	17°24'
Hyrum	—Valley Rendering Spur*	20°
Logan	—Anderson Coach Spur	20°40'
	—Sears Warehouse	22°
Garland	—Sugar Factory Rock Track	20°
	—Wet Wash Track	20°

*Only single unit permitted.

899 (T-2). EMD SD-45 units No's. 3600-3649 must not be operated on Malad Branch.

Close Clearances

900 (R-2). There are close clearances above and at the side of main tracks as follows, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Train shed and umbrella sheds at Ogden passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Continued on opposite side.

Location	Structure or Obstruction	Clearance of engine or Car is close at—
M.P. 22.43	Viaduct	Top.
M.P. 11.57	Overhead highway crossing	Side and Top.
M.P. 8.73	Overhead highway crossing	Top.
M.P. 1.08	Through plate girder bridge	Side.
Ogden, M.P. 0.14	24th St. Viaduct	Side and Top.
Hot Springs	Overhead highway crossing	Top.
M.P. 19.31	Overhead highway crossing	Top.
M.P. 45.20	Tunnel	Side and Top.
M.P. 46.12	Rock cut	Side.
CACHE VALLEY BRANCH		
Logan	Shed, depot platform	Side.

900 (U). At Smithfield, in spotting cars between warehouses on California Packing Corporation spur, it must be seen that drawbridge between buildings is raised.

Air Brake Rules

1005 (R-2). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches 90 pounds

Tonnage Rating for GP-9 type locomotives:

Type	Numbers (Inclusive)	H.P.	Cache Junction to Logan	Logan to Whitney	Whitney to Preston	Preston to Cache Junction
EMD GP-9	130-349	Rd. Sw 1750	2425	2275	1250	2200

SPECIAL RULES — SECOND SUBDIVISION

PROVO SUBDIVISION

FILLMORE BRANCH

Joint Operation With Western Pacific

81 (R-2). Joint operation of Union Pacific and Western Pacific Railroads is in effect between W.P.-U.P. Junction (Eleventh West Street), Salt Lake City, and the station of Smelter, M. P. 766.4, Second Subdivision. All Second Subdivision Trainmen and Enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

Spacing Trains

91 (R). On Provo Subdivision, between Atwood and Pipemill and between Provo and Lynndyl, trains in the same direction must be kept at least thirty minutes apart, except when closing up at stations.

Yard Limits

93 (V). Westward Provo Subdivision trains must obtain permission from dispatcher or Provo yardmaster before entering Provo Switching District at Pipemill yard limit.

Railroad Crossings and Junctions

98 (R-3). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Near Geneva. (M.P. 757.3)	D.&R.G.W.		Automatic interlocking with movable point frogs. Special Rule 98 (V).
Ironton (M.P. 0.67)	D.&R.G.W.	D.&R.G.W.	Interlocking. Special Rule 98 (U).
Garfield. (M.P. 767.1)	K.C.C.	U.P.	Semi-automatic interlocking. Operating Rule 613.

98 (U). At Ironton, before crossing D.&R.G.W. main track, authority must be obtained from D.&R.G.W. dispatcher. When D.&R.G.W. dispatcher has released electric lock, member of crew must operate lever controlling derails, and train or engine may then proceed on signal indication. After movement is completed, derails must be restored to derailing position, and D.&R.G.W. dispatcher notified.

98 (V). At Geneva, automatic interlocking M.P. 757.3, release section is located 500 feet east of westward interlocking home signal.

Westward trains occupying approach section of interlocking in advance of release section sign for a period of five minutes or more will automatically release interlocking, and home signals will change to Stop indication. To again clear home signal, westward trains will proceed into release section, and home signal should change to Proceed indication after interval of two minutes. If signal does not change in two minutes, Operating Rule 612 and instructions in signal case will govern, including hand operation of movable point frogs.

Westward U.P. trains or engines standing between switches at Geneva will cause signals to display Stop indication for D.&R.G.W. trains and opposing U.P. movements. To clear signals, west switch of Geneva siding must be lined for the siding.

Member of crew of single unit engine without cars or rail-detector car or operator of track car must place selector levers on movable point frogs in HAND position before using this crossing.

Public Crossings

103 (U-1). All train and engines must stop and be preceded by flagman over the following public crossings and flagman must display lighted fusee at night:

Lehi	—Main highway crossing on Sugar Factory spur.
Pleasant Grove	—Main Street crossing on United Concrete Co. Spur.
Hardy	—Main highway crossing on beet spur; —Main highway crossing on Western Warehouse Spur.
Bunker	—Main highway crossing on spur track.

103 (U-2). At Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shoved over this crossing, crossing must be protected by a member of crew.

Switches

104 (U). Switches will be set normally at:	
Pipemill	—Inside switch at clearance point of Pipemill lead, for movement between Pipemill lead and U.S. Steel Co.
Provo	—All switches on west leg of wye, for west leg of wye; —East end Pipe Plant lead, for D.&R.G.W. Connection.
Warner	—East lead T.V. yard, for T.V. main track.
Tintic	—West wye switch, for west leg of wye.
Lynndyl	—All switches on No. 1 track, for No. 1 track.

Centralized Traffic Control System

267 (R). At Millford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (S). At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

268 (S). On Provo Subdivision, between M. P. 752.8 and M. P. 757.4, trains or engines must not clear the main track at any hand operated switch not equipped with an electric lock unless main track switch is left open.

Geneva Scale

804 (U-1). At U.S. steel yard, Geneva, all trains will enter via track A-1 over weigh-in-motion scale. Engineers of inbound trains must control speed to pull entire train over scale at 3 to 4 MPH. If speed exceeds 5 MPH, spot lights on poles along track and on catwalk at Gate No. 2 will come on, as a signal that speed is excessive, and engineer must immediately reduce speed to 4 MPH.

All outbound trains must depart via track A-20.

Electric Gate — Pipemill

804 (U-2). Gate at entrance to pipe mill is electrically controlled. When necessary to enter pipe mill area, member of crew must call guard on intercom located near gate, giving his

Continued on Page 24.

804 (U-2). Continued.

name and engine number, work to be performed and approximate time required.

When leaving the area, guard must be so advised.

If gate is closed when crew is ready to leave pipe mill area, call Geneva Plant, Extension 6264 and request that gate be opened.

Use of Hand Brakes

806 (W-1). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

Location	Minimum Requirements
Jericho	Hand brakes must be set on each car set out for ore loading.
Milford	Not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.
Provo	Not less than four hand brakes must be applied on west end of all yard tracks.
Clyde	Hand brakes must be set on each car set out.
Cutler	Hand brakes must be set on each car left standing on west leg of wye and lead to west leg of wye.

Switching Cars with Air Brakes Operative

806 (W-2). Air Brakes must be cut in and operative on all cars handled between Provo, Ironton, Geneva and Pipemill yards.

At Cutler, when making movements on loading spurs serving General Refractories Company, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

At Bauer, when making movements on any track with loads below the engine, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

Inspection of Trains

811 (R). Westward Provo Subdivision trains handling coal in cars with friction bearings must stop and inspect such cars at Starr and Lynndyl.

Eastward trains handling ore in cars with friction bearings must stop and inspect such cars at Starr.

Track Restrictions

899 (U-1). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted on the following tracks:

- Pleasant Grove —Plant trackage which connects to United Concrete Pipe Spur.
- Hardy Beet Spur—Loading track beyond point 700 feet east of switch.
- Western Warehouse Spur —Over hopper under track.
- Provo —Pipe Plant Highline, beyond sign at underpass.
- Nephi —Pit on track 1 at rubber plant.
- Industrial Center—Coal unloading bin at heating plant building No. 15;
—Track through thaw shed at Filtrrol Corp.
- Milford —Jefferson Coal spur, inside of gate.

Continued on opposite side.

Note: Referring to Rule 805 (D), curvature on following tracks is in excess of 16 degrees:

Curvature on following tracks is in excess of 16 degrees:

Buena Vista	—Western Mining & Constr. Co.	23°30'
Industrial Center	—Eaton Metal Spur	22°
	—Gate City Steel	22°
	—Deere & Company Spur	19°
	—Turf Equipment Spur	34°
	—Madsen Toy Spur	23°
	—Souvall Brothers Spur	20°
	—Western Electric Spur	24°15'
	—Overmeyer Warehouse	22°
	—Stokermatic Spur	20°
Pipemill	—Track 2	16°40'
	—Track 3	20°
Provo	—Hide House & Spur	30°
	—Texas Oil Spur	28°
	—Auto Dock	30°
	—Commercial Welding —	
	South Track	16°30'
	North Track	23°40'
Nephi	—East Leg of Wye	19°

899 (U-2) At Tooele Army Depot, Warner, or Deseret Chemical Warfare Depot, Clover, when necessary to go beyond derail on stem of wye, member of crew must communicate with agent at Warner if he is on duty, or with train dispatcher in other cases, who will arrange for U.S. Government yardmaster to supervise the movement.

899 (U-3). EMD SD-45 units No.'s 3600-3649 must not be operated on Silver City Branch.

Close Clearances

900 (R-3). 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 the industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or Cars is close at—
Redwood Road	Viaduct	Top.
Garfield	Overhead highway crossing	Top.
Lake Point	Overhead highway crossing	Top.
M.P. 751.27	Overhead highway crossing	Top.
Warner	W.P. overhead crossing	Top.
M.P. 601.13	Bridge	Side.
PROVO SUBDIVISION		
M.P. 770.61	Viaduct	Top.
M.P. 769.25	Viaduct	Top.
M.P. 768.97	Viaduct	Top.
M.P. 761.37	Viaduct	Top.
M.P. 755.03	Viaduct	Top.
M.P. 754.42	Bridge	Side.
M.P. 749.43	Viaduct	Top.
M.P. 735.76	D.&R.G.W. overhead crossing	Side.
Santaquin	Overhead highway crossing	Side and Top.

Air Brake Rules

1025 (R). Before departing from Silver City, air brake test as prescribed by Air Brake Rule 1025 must be made. Retaining valves must be placed in Heavy Holding position on all cars.

**SPECIAL RULES — THIRD SUBDIVISION
CEDAR CITY, IRON MOUNTAIN, PIOCHE-PRINCE
AND MEAD LAKE BRANCHES**

Movement of Trains

83 (R). Before using Fibreboard Spur, trains or engines must first receive authority from train dispatcher.

Position on Train

100 (R). On Fibreboard Spur, a member of crew must ride rear car on all movements, in either direction, between Fibreboard and Apex.

Public Crossings

103 (V-1). On Fibreboard Spur, highway crossing between Freeway Bridge and Apex must not be blocked by standing cars.

103 (V-2). All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night:

Nellis Air Base Spur — Highway 91.

Switches

104 (V-1) Switches will be set normally at:

- Caliente —Spring switch at west end of Track No. 2, for siding.
- Iron Springs —Switch at stem of wye, for east leg of wye.
- Cedar City —Switch and spring point derail at entrance to loop track, for westward trains.
- Pioche —Highline switch, for highline.
- Fibreboard —Switch from lead to two highline bulk loading tracks, for highline.
- Nellis Field —Switch at east end of run-around track, for run-around track.

Main Track Derails

104 (V-2). At Cedar City, spring point derail is located in main track just east of balloon track switch and must be locked in derailing position when not being used.

Westward trains trail through derail; eastward trains stop and line balloon track switch and derail, restoring switch and derail to normal positions after being used.

Sidings and Side Tracks

105 (S). At Comstock, departure track must be left clear after departure of ore trains.

Train Order Signals

222 (R). At Iron Springs, when train order signal displays Stop indication for eastward trains, such trains on Cedar City Branch must stop west of junction switch and must not proceed until clearance is received, except for switching movements.

Switch Point Indicators

240 (T). Color light switch point indicator governing facing point movements over main track spring switch east Comstock wye switch, M.P. 10.91, Iron Mountain Branch, displays indications as follows:

- Green —Spring switch is properly lined for main track movement.
- Yellow —Spring switch is properly lined for turnout movement.
- Red —Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.

Hold Indicator

241 (R). When "Hold" indication (Rule 241-B) is displayed on cantilever signal just east of road crossing, Caliente, westward trains approaching this signal on either main track or siding track must stop and communicate with dispatcher before proceeding.

Centralized Traffic Control System

267 (T). At Milford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (U). At Las Vegas, when westward dwarf signal at west end of passenger platform or westward high signal just west of west passenger siding switch displays Stop aspect, freight train may pass signal to enter icehouse track without stopping, provided the switches are properly lined for movement and proper hand signal is received from trainman or yardman, but movement must be made at restricted speed. Trainman or yardman must receive permission from dispatcher before lining switch for icehouse track.

267 (V). Eastward trains at Caliente must remain clear of public crossing east of depot until authorized to proceed by dispatcher or by signal indication.

267 (W). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch.

268 (T). At Las Vegas, Operating Rule 268 applies between M. P. 334.7 and M. P. 335.2. Trains or engines must not clear main track at Unit 200 or Unit 400 unless switch is left open.

Power Operated Derails

275 (R). Power operated derail on west end of siding, Caliente, operates in conjunction with main track switch.

When necessary to hand operate main track switch or place selector lever in hand position as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated. In addition, a member of crew must examine points of spring switch on west end No. 2 track before passing over them.

When westward train on siding or No. 2 track is stopped by stop signal at west end Caliente, stop must be made before passing fouling point of No. 2 track and siding.

A sign for westward trains reading "Derail Approach Section" is installed approximately 700 feet east of westward Stop Signal on siding West Caliente. Derail will not move to non-derailing position, and westward Stop Signal on siding will not display proceed indication until after train has entered "Derail Approach Section."

Continued on opposite side.

275 (S). Power operated derail on drill track, east end of Las Vegas Yard, operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated.

Handling Cars

804 (V-1). At Iron Springs, the main track must not be used in weighing cars.

804 (V-2). At Fibreboard, movement must be stopped before entering building. Doors at both ends of plant must be opened before starting movement.

Use of Hand Brakes

806 (X-1). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

Location	Minimum Requirements
Milford	—Not less than four hand brakes must be applied on east end of train left standing on east or west end of siding clear of yard tracks.
Iron Mountain Comstock Desert Mound Iron Springs	—Not less than four hand brakes per track must be applied on empties, not less than eight hand brakes per track, must be applied on loads. In addition, at Desert Mound, not less than three hand brakes must be applied on upper end of tracks above tipple.
Moapa	—Cars left standing between siding and steam plant gate must have all hand brakes applied. —Cars left standing inside steam plant gate must have not less than one hand brake applied on west end.
Fibreboard Spur	—Not less than 5 hand brakes must be applied on low end of cars left standing on siding or on main track between switches.

Switching Cars with Air Brakes Operative

806 (X-2). At Iron Mountain, when ore is handled from upper to lower yard, sufficient air brakes must be used to control movement.

At Desert Mound, when necessary to perform switching, air brakes must be cut in and operative.

At Comstock, air brakes must be cut in and operative on all loads switched from load tracks to departure track.

At Moapa, air brakes must be cut in and operative on all cars handled between Moapa and steam generating plant.

Air brakes must be cut in and operative on all cars handled between Lovell and Government Ordnance area, and on Fibreboard Spur.

Leaving Locomotives Unattended

871 (S). Train or engine crews desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than at Caliente initial switch.

While crew is eating, engine must be left on train with air coupled, and a sufficient number of hand brakes must be applied to keep train from moving, but not less than 10 hand brakes must be set on low end of train.

When length of train will permit, crew of westward train must leave train east of crossover switches on siding while eating unless otherwise advised by train dispatcher.

Track Restrictions

899 (V). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation

Continued on opposite side.

of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

The following diesel units may be operated on Cedar City Branch but must not exceed 20 MPH between MP 23 and MP 29:

- DD-35, numbers 70-98B
- GP-30, numbers 700-739B
- SD-45, numbers 3600-3649

No engines are permitted on the following tracks:

- Milford —Jefferson Coal spur, inside of gate.
- Caselton —Main Mill Spur over track hopper.
- Prince Branch —All tracks beyond M.P. 8.7.
- Moapa —Nevada Power Co. Hopper.

Note: Referring to Rule 805 (D), curvature on following track is in excess of 16 degrees:

- Nellis —Shell Oil Spur 18°

Close Clearances

900 (R-4). There are close clearances above and at the side of main tracks as follows, 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—
THIRD SUBDIVISION.		
M.P. 527.60	Bridge	Side.
M.P. 487.89	Tunnel No. 18	Side and Top.
M.P. 474.63	Tunnel No. 17	Side and Top.
M.P. 474.26	Tunnel No. 16	Side and Top.
M.P. 473.97	Tunnel No. 15	Side and Top.
M.P. 472.81	Tunnel No. 14	Side and Top.
M.P. 471.74	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.38	Tunnel No. 13	Side and Top.
M.P. 471.28	Bridge	Side.
M.P. 470.91	Bridge	Side.
M.P. 469.95	Bridge	Side.
M.P. 469.33	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 468.06	Bridge	Side.
M.P. 463.26	Tunnel No. 12	Side and Top.
M.P. 462.78	Tunnel No. 11	Side and Top.
M.P. 458.56	Bridge	Side.
M.P. 455.97	Tunnel No. 10	Side and Top.
M.P. 453.31	Tunnel No. 9	Side and Top.
M.P. 451.34	Tunnel No. 8	Side and Top.
M.P. 450.92	Tunnel No. 7	Side and Top.
M.P. 449.05	Tunnel No. 6	Side and Top.
M.P. 447.89	Bridge	Side.
M.P. 444.56	Bridge	Side.
M.P. 441.95	Tunnel No. 5	Side and Top.
M.P. 437.22	Bridge	Side.
M.P. 433.67	Tunnel No. 4	Side and Top.
M.P. 433.47	Bridge	Side.
M.P. 431.82	Bridge	Side.
M.P. 430.68	Bridge	Side.
M.P. 419.30	Bridge	Side.
M.P. 414.11	Bridge	Side.
M.P. 409.16	Bridge	Side.
M.P. 408.97	Bridge	Side.
M.P. 407.09	Bridge	Side.
M.P. 406.55	Bridge	Side.
M.P. 397.32	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 395.42	Bridge	Side.

Continued on Page 27.

900 (R-4). Continued

Location	Structure or Obstruction	Clearance of engine or car is close at—
Lovell Govt. Ord. Spur M.P. 1.20	Viaduct	Top.
Nellis Air Base Spur M.P. 0.73	Viaduct	Top.
Nevada Ind. Park Spur M.P. 0.39	Viaduct	Top.
CEDAR CITY BRANCH M.P. 31.26	Viaduct	Top.
MEAD LAKE BRANCH M.P. 3.15	Viaduct	Top.
PIOCHE BRANCH. M.P. 0.68	Bridge	Side.

High and Wide Cars

900 (V). Nevada Public Service Commission Order in Case No. 1159 covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 805 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15'6" must not be operated except as indicated below.

Freight cars of a height exceeding 15'4" but not greater than 15'6" shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, read, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or handholds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10'10" must not be operated.

Freight cars of a width not exceeding 10'10" may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15'6" above the top of rail or extending laterally in excess of 5'5" from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5'5" from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5'5" from center line of car or in excess of 15'6" in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this sub-section shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded.

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5'

Continued on opposite side.

5 1/2" from center line of car or in excess of 15'6" in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train, the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employees

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5'5 1/2" from center line of car, to enable them to take necessary precautions to safeguard employees in yard.

Observance of Cars by Employees

(10) Employees in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) An employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

The Public Service Commission of the State of Nevada has granted permission for the operation of "High-Cube" cars of a maximum height of 17 ft. from top of rail to top of running-board within the State of Nevada.

The following will govern the handling and movement of such cars in Nevada:

If train length permits, such cars shall be entrained at least five cars distant from the caboose.

The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that the members of the train crew are forbidden to ride on top of any such cars.

Air Brake Rules

1025 (S). At Iron Mountain before making doubleover of loads from one track to train made up on another track at east end of yard, terminal test of air brakes required by Air Brake Rule 1025 will be made to determine if air brakes are operative on doubleover before moving out of yard track to Iron Mountain Branch main track.

1025 (T). For movements on Fibreboard Spur, terminal test of air brakes as required by Air Brake Rule 1025 must be made before departing from Apex or Fibreboard.

1029 (R). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Crestline, eastward and westward.

1042 (T). On westward freight trains departing Crestline, dynamic brake must be placed in service and tested for proper operation between west switch Crestline and east switch Brown.

Retaining valves must be used as follows:

1. All trains from Iron Mountain or Comstock to Iron Springs, all retaining valves.
2. All trains from Desert Mound to Iron Springs, not less than 50% of retaining valves on head end of train.
3. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 75

Continued on Page 28.

1042 (T). Continued.

tons per operative brake, all retaining valves from Islen to M.P. 469.

4. Any train with less than one horsepower effective dynamic brake averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to M.P. 469.

5. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 85 tons per operative brake must not exceed 25 MPH Crestline

to Farrier. This does not modify the requirements of Paragraph 3 above.

1042 (U). Freight trains handled by diesel locomotive with dynamic brake not in operation must use retaining valves as follows:

Prince to Prince Junction;

Pioche to M.P. 30, Pioche Branch;

M.P. 27 to M.P. 22, Pioche Branch.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE
F. J. Winget	District Surgeon	Salt Lake City.
R. E. Ostler	District Surgeon	Pocatello.
Jos. H. Clarke	Physician	Bountiful.
J. E. Trowbridge	Surgeon	Bountiful.
G. C. Dils	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. A. Lyman	Surgeon	Delta
L. G. Burkett	Surgeon	Downey.
N. A. Lorusso	Surgeon	Las Vegas.
H. Douglas Miller	Surgeon	Las Vegas.
R. F. Miller	Surgeon	Los Vegas.
D. J. Romeo	Surgeon	Las Vegas.
O. S. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. W. Carlisle	Surgeon	Logan.
J. Clare Hayword	Surgeon	Logan.
R. D. Hlavoty	Surgeon	Logan.
L. C. Larsen	Urologist	Logan.
J. P. Neeley	Surgeon	Logan.
L. S. Parkinson	Surgeon	Logan.
J. L. Sorensen	Surgeon	Logan.
P. R. Stowell	Surgeon	Logan.
J. C. Worley	Surgeon	Logan.
G. K. Goodenough	Surgeon	Malad.
E. N. Davie	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
J. G. Steele	Surgeon	Nephi.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
K. F. Farr	Consulting Surgeon	Ogden.
C. S. Feeny	Physician	Ogden.

NAME	TITLE	PLACE
R. B. Foley	Surgeon	Ogden.
G. F. Kearns	Surgeon	Ogden.
G. H. Lowe	Physician	Ogden.
F. W. Seoger	Surgeon	Ogden.
K. A. Stratford	Division Surgeon	Ogden.
R. D. Benedict	Surgeon	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
R. G. Crandall	Physician	Pocatello.
L. N. Diana	Eye Specialist	Pocatello.
H. R. Gilcrest	Oculist & Aurist	Pocatello.
R. K. Gorton	Asst. to Dist. Surgeon	Pocatello.
Harry D. McGee	Ear, Nose & Throat	Pocatello.
H. K. Staheli	Surgeon	Pocatello.
O. R. Cutler	Surgeon	Preston.
S. N. Clark	Oculist & Aurist	Provo.
R. B. Hammond	Surgeon	Provo.
H. D. Rees	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
R. H. Anderson	Surgeon	Salt Lake City.
Horry Berman	Oculist & Aurist	Salt Lake City.
J. O. Brewerton	Surgeon	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
T. D. Harris	Surgeon	Salt Lake City.
J. M. Jensen	Surgeon	Salt Lake City.
A. W. Middleton	Cons. Urologist	Salt Lake City.
R. G. Middleton	Cons. Urologist	Salt Lake City.
H. L. Pearse	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.

**STANDARD CLOCKS ARE LOCATED AS SHOWN
BELOW:**

Salt Lake City.....	Switchmen's Locker Room, 13th North
.....	Switchmen's Register Room, Passenger Station
.....	Telegraph Office, Passenger Station
.....	Train Dispatcher's Office
.....	North Yard Telegraph Office
.....	Engineer's Register Room, North Yard
.....	Switchmen's Register Room, North Yard
.....	Hostlers Register Room
Clearfield.....	Yard Office, Freeport Center
Ogden.....	Telegraph Office, 28th Street
.....	Crew Dispatcher's Office, 33rd Street
Pocatello.....	Switchmen's Locker Room, Hump
.....	Train Dispatcher's Office
.....	Conductor's Register Room, Passenger Station
.....	Switchmen's Locker Room, New Yard
.....	Train, Yard and Engine Crew Dispatcher's Office
.....	Enginehouse Foreman's Office
Provo.....	Joint Yard Telegraph Office
.....	Yard Office
Milford.....	Telegraph Office
Las Vegas.....	Freight Enginemen's Locker Room
.....	Conductor's Register Room
.....	Telegraph Office
.....	Yard Office

SYMBOLS AND ABBREVIATIONS

6. The following letters, placed before the time in a schedule, indicate:

- s — regular stop;
- f — flag stop to receive or discharge traffic;
- A — arrive.

6 (A). The following letters, placed in column with station name, in time-table indicate:

- D — day operator;
- N — night operator;
- R — train register;
- YL — yard limits.

6 (B). The following letters, placed in column provided in the time-table, indicate:

- A — automatic interlocking;
- F — fueling station;
- I — manual interlocking;
- P — dispatcher's telephone;
- T — turntable;
- X — cross-over;
- Y — Wye.

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT

For Freight Trains Averaging 50 Gross Tons Per Car
Ratings Apply at the Indicated Minimum Continuous Speed

Utah Division	81-53	70-97B (1)	71-98B (2)	100-129	130-349B	300-348B (3) 470-499	400-448	450-459	700-739B 800-875	740-763
	5000 IIP GE U50D	6000 HP EMD DD35	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	2000 HP EMD GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	2250 HP EMD GP30	2500 HP EMD GP35
MINIMUM CONTINUOUS SPEED	15 MPH	12 MPH	11 MPH	12 MPH	12 MPH	14 MPH	10 MPH	6 MPH	12 MPH	12 MPH
McCammon To Ogden	5400	5350	4350	2000	2350	2250	3600	2350	2600	2650
Ogden To Salt Lake	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Salt Lake To Lyndyl To Via Warner	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Salt Lake To Provo	3600	3500	2850	1300	1550	1500	2350	1550	1700	1750
Provo To Lyndyl	4000	3950	3200	1500	1750	1700	2650	1750	1950	2000
Lyndyl To Milford	6100	6000	4950	2250	2650	2550	4050	2700	2950	3000
Milford To Las Vegas	4000	3950	3200	1500	1750	1700	2650	1750	1950	2000
Las Vegas To Caliente	2750	2700	2200	1000	1200	1150	1800	1200	1350	1350
Caliente To Crestline	2100	2050	1650	750	900	850	1350	850	1000	1050
Crestline To Milford	9700	9700	8000	3650	4250	4100	6550	4350	4750	4850
Milford To Lyndyl	6100	6000	4950	2250	2650	2550	4050	2700	2950	3000
Lyndyl To Salt Lake To Via Warner	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Lyndyl To Provo	4000	3950	3200	1500	1750	1700	2650	1750	1950	2000
Provo To Salt Lake	3400	3350	2750	1250	1450	1450	2250	1450	1650	1700
Salt Lake To Ogden	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450
Ogden To McCammon	5400	5350	4350	2000	2350	2250	3600	2350	2600	2650

Utah Division	1400-1409	2800-2809	2810-2869	2900-2909	3000-3242 3399	3600-3637	3638-3649	5000-5039	6900-6946	R.I. 340-381	R.I. 4700-4719
	2500 HP EMD SDP35	2800 HP GE U28C	3000 HP GE U30C	3000 HP ALCO DL630	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	3600 HP EMD SD45	5000 HP GE U50C	6600 HP EMD DD40X	3000 HP EMD GP40	3000 HP EMD GP40
MINIMUM CONTINUOUS SPEED	12 MPH	11 MPH	10 MPH	10 MPH	11 MPH	11 MPH	11 MPH	11 MPH	11 MPH	12 MPH	14 MPH
McCammon To Ogden	3250	4000	4650	4650	4300	3600	4350	3800	5150	2650	2250
Ogden To Salt Lake	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Salt Lake To Lyndyl To Via Warner	2850	3500	4100	4100	3800	3150	3850	3300	4500	2300	1950
Salt Lake To Provo	2150	2650	3100	3100	2850	2350	2900	2500	3350	1750	1450
Provo To Lyndyl	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Lyndyl To Milford	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Milford To Las Vegas	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Las Vegas To Caliente	1650	2050	2400	2400	2200	1800	2250	1900	2600	1350	1150
Caliente To Crestline	1250	1550	1800	1800	1650	1350	1700	1450	1950	1000	850
Crestline To Milford	5900	7250	8500	8500	1850	6550	7950	6900	9350	4800	4050
Milford To Lyndyl	3650	4500	5250	5250	4900	4050	4950	4250	5800	3000	2500
Lyndyl To Salt Lake To Via Warner	2850	3500	4100	4100	3800	3150	3850	3300	4500	2300	1950
Lyndyl To Provo	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Provo To Salt Lake	2650	2500	2950	2950	2750	2250	2750	2350	3200	1650	1400
Salt Lake To Ogden	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900
Ogden To McCammon	3250	4000	4650	4650	4300	3600	4350	3800	5150	2650	2250

(1) 70	82	(2) 71	74B	81B	89B	(3) 300	316	332	348	314B	326B	339B
72	83	73	75B	82B	90B	301	317	334	300B	315B	327B	340B
75	72B	74	76B	84B	91B	304	320	335	301B	316B	328B	342B
76	83B	80	77B	85B	92B	305	322	339	302B	318B	332B	343B
77	93B	81	78B	86B	94B	307	325	340	308B	319B	333B	344B
78	96B	84	79B	87B	95B	308	326	342	307B	321B	334B	345B
79	97B	73B	80B	88B	98B	310	328	343	308B	322B	335B	348B
						311	329	344	309B	324B	336B	
						313	330	347	311B	325B	337B	