

Safety



Service

S. A. TAYLOR
Trainmaster
Salt Lake Terminal
Salt Lake City

E. L. OLIVER
Trainmaster
Helper

W. G. LUEBKE
Trainmaster
Provo

V. I. GRIFFITH
Assistant Trainmaster
Ogden

H. W. DEARING
Assistant Trainmaster
Salt Lake City

A. ELTON
B. H. WAGNER
Road Foremen of Equipment
Salt Lake City

C. J. GRAFF
Chief Dispatcher
Salt Lake City

W. C. LIEVSAY
G. H. HUGHES
Assistant Chief Dispatchers
Salt Lake City

JUN 30 1952

The
Denver and Rio Grande Western Railroad
Company

SALT LAKE DIVISION

TIME-TABLE
No. 136

Takes Effect Sunday, July 6, 1952

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 135

NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

For the exclusive guidance of Employees;
not for the information of the Public

K. L. MORIARTY
General Manager

L. H. HALE
Superintendent Transportation

G. B. AYDELOTT
Superintendent

ADJUSTED TONNAGE RATINGS

| FROM | TO | Class F-7 Diesel Series 565-576 | Class F-7 Diesel Series 555-564 | Class F-3 Diesel Series 552-554 | Class F-T. Diesel Series 540-547 549-551 | Class GP-7 Diesel Series 5100-5113 | Class GE-7 Diesel Series 5200-5204 | Class L131-132 Engines 3600-3619 | Class L-105 Engines 3700-3714 | Class F-81 Engines 1400-1409 | Class K59-63 Engines 1200-1213 1220-1229 | Class C-48 Engines 1131-1199 | Adjustment Factor |
|------------------------|---------------------|---|---|---|---|--|--|---|--|---------------------------------------|--|---------------------------------------|----------------------|
| | | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | |
| Helper..... | Kyune..... | 2900 | 2850 | 2200 | 2050 | 712 | 825 | 1900 | 1400 | 1250 | 760 | 600 | 3 |
| Kyune..... | Soldier Summit..... | 6600 | 6500 | 5370 | 4700 | 1625 | 1725 | | | | | | 3 |
| Salt Lake..... | Thistle..... | | | | | | | | | 3750 | 2260 | 2080 | 6 |
| Thistle..... | Soldier Summit..... | 3550 | 3450 | 2550 | 2500 | 862 | 1040 | 2250 | 1750 | 1500 | 940 | 850 | 3 |
| Provo..... | Geneva..... | | | | | 4500 | 4800 | 11000 | 9493 | 7218 | 4870 | 4017 | 8 |
| Salt Lake..... | Ogden..... | | | | | 2900 | 2900 | | | | 3100 | 2750 | 8 |
| Ogden..... | Salt Lake..... | | | | | 2900 | 2900 | | | | 3100 | 2750 | 8 |
| Kenilworth Jet..... | Kenilworth..... | 2050 | | | | 510 | 675 | | | | | 525 | 2 |
| Colton..... | Seofield..... | | | | | 950 | 1350 | | | | | 810 | 3 |
| Seofield..... | Clear Creek..... | | | | | 510 | 770 | | | | | 540 | 2 |
| Spring Canyon Jet..... | Mutual..... | | | | | 400 | 485 | | | | | | |
| Midvale..... | Welby..... | | | | | 1000 | 1050 | | | | | 680 | 2 |
| Welby..... | Dalton..... | | | | | 770 | 770 | | | | | 550 | 2 |
| Dalton..... | Copperton..... | | | | | 520 | 657 | | | | | 300 | 1 |
| Copperton..... | Bingham..... | | | | | 350 | 520 | | | | | | |
| Garfield..... | Welby..... | | | | | 2100 | 2100 | | | | | 1790 | |
| Provo..... | Hale..... | | | | | 1250 | 980 | | | | | 1257 | 3 |
| Hale..... | Heber..... | | | | | 850 | 980 | | | | | 627 | 3 |
| Springville..... | Santaquin..... | | | | | 1800 | 2000 | | | | | | |
| Goshen..... | Santaquin..... | | | | | 1800 | 2000 | | | | | | |
| Goshen..... | Knightsville..... | | | | | 400 | 485 | | | | | | |
| Eureka..... | Knightsville..... | | | | | 800 | 980 | | | | | | |
| Pearl..... | Dividend..... | | | | | 400 | 485 | | | | | | |
| Thistle..... | Hilltop..... | | | | | 1300 | 1350 | | | | 1250 | 1040 | 4 |
| Salina..... | Hilltop..... | | | | | 1800 | 2000 | | | | 1950 | 1570 | 5 |

Rating of F-7 Class Diesel locomotives when used in helping service and helping F-T. or F-3 class locomotives will be as follows: Helper to Kyune 2185, Thistle to Soldier Summit 2780. These ratings for Diesel locomotives are for locomotives consisting of four quarters. Diesel locomotives consisting of less than four quarters will be rated accordingly.

Chief Dispatchers are authorized to increase or decrease these ratings in their discretion.

In computing tonnage, the adjustment factor represents the number of tons, which shall be added to the total weight of each car, loaded or empty, including the caboose. Tonnage hauled may exceed the rating by a fraction of a car.

Following are car limits, excluding caboose, on westward freight trains between Soldier Summit and Thistle:

Train consisting of coal, ore, or other heavy loads, when handled by steam locomotive, or Diesel locomotive with inoperative dynamic brake—85 cars.

Train consisting of coal, ore, or other heavy loads, when handled by Diesel electric locomotive with dynamic brake operative on four quarters—90 cars.

Train consisting of merchandise and light loads or light loads and empties mixed, when handled by steam locomotive or Diesel electric locomotive, with inoperative dynamic brake—100 cars.

Train consisting of merchandise and light loads or light loads and empties mixed, when handled by Diesel electric locomotive with dynamic brake operative on four quarters—105 cars.

Train consisting entirely of empties—110 cars.

WESTWARD

MAIN LINE

EASTWARD

| FIRST CLASS | | Mile Posts | Capacity of Siding | Sub-Division 6 | | Station Numbers | Capacity of Siding | Miles from Salt Lake | FIRST CLASS | | |
|-------------------|--------------|------------|--------------------|--------------------|-------------------------|-------------------|--------------------|----------------------|-------------------|-------------|-------------|
| 17 | 7 | | | STATIONS | | | | | 18 | 8 | |
| California Zephyr | Prospector | | | TIME-TABLE No. 136 | | | | | California Zephyr | Prospector | |
| Leave Daily | Leave Daily | | | JULY 6, 1952 | | | | Arrive Daily | Arrive Daily | | |
| 7 21 PM | 4 47 AM | 626.4 | Yard | Ra | HELPER | JSDNBKFWY | 9032 | Yard | 119.7 | 8 33 AM | 8 35 PM |
| 7 26 | 4 53 | 628.8 | 68 | | 2.4 UTAH RY. JCT. | J | 9038 | 68 | 117.3 | 8 26 | 8 26 |
| 7 29 | 4 56 | 630.4 | Yard | | 1.6 CASTLE GATE | W | 9044 | Yard | 115.7 | 8 23 | 8 23 |
| 7 32 | 4 59 | 631.6 | | | 1.2 ROYAL | | 9046 | 75 | 114.6 | 8 20 | 8 20 |
| 7 41 | 5 08 | 635.1 | 85 | | 3.5 NOLAN | | 9048 | 82 | 111.0 | 8 12 | 8 13 |
| 7 49 | 5 16 | 638.9 | 102 | kn | 3.8 KYUNE | DNWY | 9050 | 102 | 107.2 | 8 04 | 8 05 |
| 7 58 | 5 26 | 644.4 | 92 | | 5.5 COLTON | JWY | 9054 | Yard | 101.7 | 7 55 | 7 56 |
| 8 07 | f 5 34 | 651.4 | Yard | jf | 7.0 SOLDIER SUMMIT | DNWY | 9056 | 105 | 94.7 | 7 47 | f 7 47 |
| 8 16 | 5 44 | 656.5 | | | 5.1 SCENIC | | 9058 | 83 | 89.6 | 7 38 | 7 36 |
| 8 24 | 5 53 | 661.0 | 105 | | 4.6 GILLULY | W | 9060 | 62 | 85.1 | 7 29 | 7 27 |
| 8 32 | 6 03 | 665.6 | | | 4.6 DETOUR | | 9062 | 103 | 80.5 | 7 21 | 7 19 |
| 8 41 | 6 13 | 672.2 | 107 | | 6.6 NARROWS | | 9066 | 116 | 73.9 | 7 12 | 7 09 |
| 8 48 | 6 21 | 676.5 | | | 4.3 RIO | | 9068 | 108 | 69.6 | 7 05 | 7 02 |
| 8 55 | s 6 28 | 680.9 | 117 | jd | 4.4 THISTLE | JSDNBKYPW | 9070 | 123 | 65.2 | 6 57 | s 6 55 |
| 9 00 | 6 33 | 684.5 | | | 8.6 CASTILLA | | 9076 | 71 | 61.6 | 6 53 | 6 48 |
| | | 688.6 | | | 4.1 (Westward) GOMEX | | 9078 | | 57.6 | | |
| 9 07 | 6 41 | 691.3 | 60 | | 2.7 MAPLETON | 2.1 SUTRO | 9082 | 71 | 55.4 | 6 46 | 6 41 |
| | | | | | 4.5 | 6.1 (Eastward) | | | | | |
| 9 13 | f 6 47 | 695.8 | | | 3.1 SPRINGVILLE | JDW | 9302 | | 49.3 | 6 39 | f 6 34 |
| | | 698.9 | | | 2.2 U. P. CROSSING | | | | 46.2 | | |
| s 9 21 PM | s 7 00 AM | 701.1 | 108 | | 2.2 PROVO | SFOJKBDNWT | 9310 | 107 | 44.0 | s 6 32 AM | s 6 27 PM |
| | | 705.7 | | | 4.6 U. P. CROSSING | | | | 39.4 | | |
| | | 707.2 | | | 1.5 GENEVA | | 9317 | | 37.9 | | |
| | | 708.4 | | | 1.2 DERN | | | | 36.7 | | |
| | | 713.7 | 257 | af | 5.3 AMERICAN FORK | | 9321 | 257 | 31.4 | | |
| | | 717.0 | | | 3.3 LEHI | | 9324 | | 28.1 | | |
| | | 720.3 | 104 | | 3.3 MESA | | 9325 | 104 | 24.8 | | |
| | | 722.8 | | | 2.5 NASH | | 9326 | | 22.3 | | |
| | | 725.5 | 105 | | 2.7 OLIVERS | | 9327 | 105 | 19.6 | | |
| | | 728.6 | 158 | | 3.1 RIVERTON | | 9328 | 158 | 16.5 | | |
| | | 732.6 | | | 4.0 ENDOT | | 9329 | | 12.5 | | |
| | | 734.5 | Yard | | 1.9 MIDVALE | JDNFWY | 9332 | 143 | 10.6 | | |
| | | 738.4 | Yard | | 3.9 MURRAY | | 9336 | 39 | 6.7 | | |
| | | 740.7 | | | 2.3 EAST ROPER | | 9350 | | 4.4 | | |
| 10 03 PM | 7 49 AM | 740.7 | | | 1.8 ROPER | SJOKBDNW | 9350 | Yard | 2.6 | 5 46 AM | 5 36 PM |
| 10 05 PM | 7 51 AM | 742.5 | Yard | py | 1.7 U. P. CROSSING | | | | 0.9 | | |
| | | 744.2 | | | 0.9 SALT LAKE CITY | SDNOBEFWT | 6000 | Yard | | 5 40 AM | 5 30 PM |
| 10 20 PM | 8 00 AM | 745.1 | Yard | un | | | | | | | |
| Arrive Daily | Arrive Daily | | | | (119.7) | | | | | Leave Daily | Leave Daily |
| 2.59 | 3.13 | | | | Schedule Time | | | | | 2.53 | 3.05 |
| 39.8 | 37.2 | | | | Average Speed per Hour | | | | | 41.5 | 38.9 |

Schedule and train order time for trains at Provo applies at Passenger station.

Schedule and train order time for westward trains at East Roper applies at "End of C. T. C." Sign.

Trains operate by Centralized Traffic Control in east end of Helper Yard; on westward main track between A. B. S. 6347W, Nolan, and A. B. S. 6388W, Kyune; between westward A. B. S. 7013W and 7013E, Provo, and eastward A. B. S. 7408W, 7408E, 7408WF and 7408EF, East Roper.

WESTWARD

MAIN LINE

EASTWARD

| SECOND CLASS | | FIRST CLASS | Station Numbers | Mile Posts | Sub-Division 7 STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Ogden | Capacity of Siding | FIRST CLASS | | SECOND CLASS | |
|--------------|-------------------------|--------------|-----------------|------------|--|------------------|--------------------|--------------|--------------|--------------|--|
| 69 | 61 | 7 | | | | | | 8 | 62 | 68 | |
| Fast Freight | California Fast Freight | Prospector | | | | | | Prospector | Fast Freight | Freight | |
| Leave Daily | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| 3 00 PM | 11 00 PM | 8 30 AM | 6000 | 745.1 | UN SALT LAKE CITY DNOBKFWTS | 36.9 | Yard | 4 55 PM | 10 58 AM | 3 25 AM | |
| | | | | 745.5 | 0.4 GRANT TOWER | 36.5 | | | | | |
| 3 15 | 11 11 | f 8 45 | 9816 | 750.9 | 5.4 NX NORTH SALT LAKE DN | 31.1 | | f 4 44 | 10 47 | 3 04 | |
| 3 20 | 11 16 | f 8 49 | 9824 | 753.8 | 2.7 WOODS CROSS | 28.4 | 80 | f 4 40 | 10 42 | 3 00 | |
| 3 31 | 11 27 | f 8 58 | 9828 | 760.8 | 7.0 FARMINGTON W | 21.4 | 44 | f 4 30 | 10 31 | 2 49 | |
| 3 42 | 11 38 | f 9 08 | 9840 | 767.2 | 6.6 RJ LAYTON DW | 14.8 | 47 | f 4 20 | 10 20 | 2 36 | |
| 3 49 | 11 44 | f 9 13 | 9847 | 770.8 | 3.6 CLEARFIELD W | 11.2 | 68 | f 4 13 | 10 14 | 2 30 | |
| | | | | 771.3 | 0.5 U. P. CROSSING | 10.7 | | | | | |
| 4 05 8 | 11 50 | f 9 20 | 9854 | 775.1 | 3.8 RT ROY JD | 8.9 | 70 | f 4 05 69 | 10 08 | 2 19 | |
| 4 30 PM | 11 58 PM | s 9 30 AM | 9886 | 781.1 | 6.0 OG TRANSFER SDBBKFWT | .9 | Yard | s 3 55 PM | 10 00 AM | 2 00 AM | |
| | | 9 35 AM | 9886 | 782.0 | 0.9 OGDEN B | | | 3 50 PM | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | Leave Daily | |
| 1.30 24.0 | 0.58 37.2 | 1.05 34.0 | | | | | | 1.05 34.0 | 0.58 37.2 | 1.25 25.4 | |

OUR&D Co. Time Table and rules apply between Ogden and Transfer.—See Time Table Rule 4-C.
Time at Ogden for information only.
Schedule time and train orders for trains at North Salt Lake, applies at Bamberger Transfer.

WESTWARD

KENILWORTH BRANCH

EASTWARD

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

| Station Numbers | Miles from Kenilworth | Sub-Division 6-A STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Kenilworth Junction | Station Numbers | Miles from End of Track | Sub-Division 6-C STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Cotton | Capacity of Siding |
|-----------------|-----------------------|--|--------------------------------|-----------------|-------------------------|--|-------------------|--------------------|
| 9112 | | KENILWORTH | 6.2 | | | END OF TRACK | 21.5 | |
| 9030 | 6.2 | 6.2 KENILWORTH JCT. J | | 9170 | 0.4 | 0.4 CLEAR CREEK | 21.1 | Yard |
| | | (6.2) | | 9156 | 6.3 | 5.9 SCOFIELD WY | 15.2 | Yard |
| | | | | 9054 | 21.5 | 15.2 COLTON JWY | | Yard |
| | | | | | | (21.5) | | |

WESTWARD

SPRING CANYON BRANCH

EASTWARD

| Station Numbers | Miles from Mutual | Sub-Division 6-B STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Spring Canyon Junction |
|-----------------|-------------------|--|-----------------------------------|
| 9136 | | MUTUAL | 7.2 |
| 9140 | 0.5 | 0.5 RAINS | 6.7 |
| 9134 | 1.0 | 0.5 LATUDA | 6.2 |
| 9132 | 1.4 | 0.4 MAPLE CREEK JUNCTION | 5.8 |
| 9130 | 2.2 | 0.8 STANDARDVILLE | 5.0 |
| 9128 | 3.1 | 0.9 SPRING CANYON | 4.1 |
| 9122 | 6.8 | 3.7 SPRING CANYON YARD | 0.4 |
| 9034 | 7.2 | 0.4 SPRING CANYON JCT. JY | |
| | | (7.2) | |

SUB-DIVISION 6-A

When entering main track from Sub-Division 6-A spring switch at Kenilworth Jct. must be lined for such movement.

SUB-DIVISION 6-B

Engines or Cars will not be left unattended on the Spring Canyon Branch main track.

WESTWARD

MARYSVALE BRANCH

EASTWARD

| SECOND CLASS | | Station Numbers | Miles from Marysville | Sub-Division 6-D STATIONS | | | Miles from Thistle | Capacity of Siding | SECOND CLASS | |
|--------------------------|---------------------|-----------------|-----------------------|---|--------------|------------|--------------------|--------------------|--------------------------|--|
| 101 Freight | | | | TIME-TABLE No. 136 | | | | | 102 Freight | |
| Leave Daily Except Sun. | | | | JULY 6, 1952 | | | | | Arrive Daily Except Sun. | |
| | | | | END OF TRACK | | | 132.8 | | | |
| | | 9297 | | Vy | MARYSVALE | PDKFY | 132.2 | Yard | | |
| | | 9294 | 11.6 | | SEVIER | PW | 120.6 | 16 | | |
| | | 9292 | 16.7 | | JOSEPH | | 116.5 | 24 | | |
| | | 9291 | 20.5 | | ELSINORE | | 111.7 | 23 | | |
| | | 9289 | 22.2 | | NIBLEY | | 110.0 | 55 | | |
| | | 9288 | 23.5 | | CENTRAL | | 108.7 | 15 | | |
| | | 9284 | 28.5 | Ri | RICHFIELD | DWY | 103.7 | Yard | | |
| | | 9279 | 32.1 | | KEMA | | 100.1 | 30 | | |
| | | 9275 | 35.9 | Ra | SIGURD | D | 96.3 | 34 | | |
| | | 9271 | 40.6 | | AURORA | | 91.6 | 51 | | |
| | 5 45 PM | 9262 | 45.8 | Sa | SALINA | KBFDWY | 86.4 | Yard | 9 30 PM | |
| | 6 02 | 9260 | 49.7 | | REDMOND | | 82.5 | 9 | 9 13 | |
| | 6 10 | 9259 | 53.0 | | AXTELL | | 79.2 | 18 | 9 05 | |
| | 6 20 | 9256 | 57.2 | | SPEARMINT | | 75.0 | 38 | 8 55 | |
| | 6 25 | 9254 | 59.3 | Gu | GUNNISON | D | 72.9 | 26 | 8 50 | |
| | 6 40 | 9252 | 65.9 | | STERLING | | 66.3 | 17 | 8 25 | |
| | 7 15 | 9251 | 71.4 | Ma | MANTI | PDWY | 60.8 | Yard | 8 10 | |
| | 7 40 | 9228 | 78.8 | Rm | EPHRAIM | PJDY | 53.4 | Yard | 7 50 | |
| | 7 45 ¹⁰² | 9227 | 79.7 | | WEST EPHRAIM | P | 52.5 | 61 | 7 45 ¹⁰¹ | |
| | 8 10 | 9222 | 88.1 | | SPRING CITY | W | 44.1 | 19 | 7 20 | |
| | 8 30 | 9216 | 93.6 | Mn | MT. PLEASANT | PD | 38.6 | | 7 06 | |
| | 8 55 | 9214 | 100.2 | | FAIRVIEW | PW | 32.0 | 29 | 6 50 | |
| | 9 05 | 9212 | 103.7 | | OAK CREEK | Y | 28.5 | Wye | 6 40 | |
| | 9 09 | 9210 | 105.0 | | MILBURN | P | 27.2 | 18 | 6 35 | |
| | 9 20 | 9209 | 108.9 | | HILL TOP | P | 23.3 | 28 | 6 25 | |
| | 9 45 | 9206 | 117.4 | | INDIANOLA | PW | 14.8 | 23 | 6 00 | |
| | 10 03 | 9205 | 124.5 | | PINES | P | 7.7 | 21 | 5 40 | |
| | 10 30 PM | 9070 | 132.2 | Jd | THISTLE | PSJDNBKFWY | | Yard | 5 15 PM | |
| Arrive Daily Except Sun. | | | | (132.8) | | | | | Leave Daily Except Sun. | |
| 4.45 18.2 | | | | Schedule Time Average Speed per Hour | | | | | 4.15 23.0 | |

NO. 101 IS SUPERIOR TO NO. 102 FROM SALINA TO EPHRAIM.

OPEN HOURS OF TRAIN ORDER OFFICES

| | Week-Days | Saturdays | Sundays and Holidays | | Week-Days | Saturdays | Sundays and Holidays |
|-------------------------|----------------------|----------------------|----------------------|--------------|---------------------|---------------------|----------------------|
| Helper | Continuous | Continuous | Continuous | Mt. Pleasant | 8:00 a.m.—5:00 p.m. | Closed | Closed |
| Kyune | Continuous | Continuous | Continuous | Ephraim | 8:00 a.m.—5:00 p.m. | Closed | Closed |
| Soldier Summit | Continuous | Continuous | Continuous | Manti | 8:00 a.m.—5:00 p.m. | Closed | Closed |
| Thistle | Continuous | Continuous | Continuous | Gunnison | 8:00 a.m.—5:00 p.m. | Closed | Closed |
| Springville | 8:00 a.m.—5:00 p.m. | Closed | Closed | Salina | 7:00 a.m.—4:00 p.m. | 7:00 a.m.—4:00 p.m. | Closed |
| Provo | Continuous | Continuous | Continuous | Sigurd | 8:00 a.m.—5:00 p.m. | 8:00 a.m.—5:00 p.m. | Closed |
| Midvale (Sub. Div. 6-J) | 7:00 a.m.—11:00 p.m. | 7:00 a.m.—11:00 p.m. | Closed | Richfield | 9:00 a.m.—6:00 p.m. | Closed | Closed |
| Roper | Continuous | Continuous | Continuous | Marysville | 9:00 a.m.—6:00 p.m. | Closed | Closed |
| Salt Lake City | Continuous | Continuous | Continuous | Spanish Fork | 9:00 a.m.—6:00 p.m. | Closed | Closed |
| North Salt Lake | Continuous | Continuous | Continuous | Payson | 9:00 a.m.—6:00 p.m. | Closed | Closed |
| Layton | 8:00 a.m.—5:00 p.m. | Closed | Closed | Eureka | 8:00 a.m.—5:00 p.m. | Closed | Closed |
| Roy | 9:00 a.m.—6:00 p.m. | Closed | Closed | Heber | 9:00 a.m.—6:00 p.m. | Closed | Closed |
| Transfer | Continuous | Continuous | Continuous | Garfield | 7:30 a.m.—4:30 p.m. | 7:30 a.m.—4:30 p.m. | Closed |

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday.)

| WESTWARD | | TINTIC BRANCH | | EASTWARD | |
|-----------------|----|--|---------------------------|-----------------------|--|
| Station Numbers | | Sub-Division 6-E STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Springville | Capacity of Siding | |
| 9475 | Q | EUREKA PD | 39.1 | Yard | |
| | | 1.0 | | | |
| 9458 | | KNIGHTVILLE YW | 38.1 | 17 | |
| | | 7.3 | | | |
| 9442 | | LAGUNA W | 30.8 | 13 | |
| | | 2.9 | | | |
| 9440 | | HILLSIDE | 27.9 | 15 | |
| | | 0.4 | | | |
| 9435 | | PEARL FTJ | 27.5 | Wye | |
| | | 5.4 | | | |
| 9428 | | GOSHEN PW | 22.1 | 20 | |
| | | 2.7 | | | |
| 9424 | | STONE P | 19.4 | 16 | |
| | | 2.1 | | | |
| 9423 | | TOWNSEND | 17.3 | 13 | |
| | | 1.9 | | | |
| 9420 | | SANTAQUIN | 15.4 | 35 | |
| | | 4.6 | | | |
| 9418 | P | PAYSON PD | 10.8 | 28 | |
| | | 7.0 | | | |
| 9408 | Fo | SPANISH FORK PD | 3.8 | 23 | |
| | | 3.8 | | | |
| 9302 | Ng | SPRINGVILLE PJDW | | Yard | |
| | | (39.1) | | | |
| | | Schedule Time Average Speed per Hour | | | |

| WESTWARD | | PROVO CANYON BRANCH | | EASTWARD | |
|-----------------|------|--|---------------------|-----------------------|--|
| Station Numbers | | Sub-Division 6-G STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Provo | Capacity of Siding | |
| 9544 | | HEBER DY | 27.9 | Yard | |
| | | 3.7 | | | |
| 9542 | 3.7 | CHARLESTON | 24.2 | 13 | |
| | | 7.0 | | | |
| 9541 | 10.7 | WALLSBURG | 17.2 | 24 | |
| | | 5.4 | | | |
| 9530 | 16.1 | VIVIAN PARK | 11.8 | 16 | |
| | | 1.2 | | | |
| 9526 | 17.3 | UPPER FALLS W | 10.6 | | |
| | | 1.3 | | | |
| 9524 | 18.6 | NUNN'S | 9.3 | 2 | |
| | | 2.9 | | | |
| 9514 | 21.5 | OLMSTED | 6.4 | 6 | |
| | | 0.6 | | | |
| 9512 | 22.1 | HALE | 5.8 | 13 | |
| | | 4.7 | | | |
| 9504 | 26.8 | SMOOT | 1.1 | 22 | |
| | | 1.1 | | | |
| 9310 | 27.9 | PROVO OJKDNBFWY | | Yard | |
| | | (27.9) | | | |
| | | Schedule Time Average Speed per Hour | | | |

| WESTWARD | | GOSHEN VALLEY BRANCH | | EASTWARD | |
|-----------------|-----|--|------------------------|-----------------------|--|
| Station Numbers | | Sub-Division 6-F STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Dividend | Capacity of Siding | |
| 9439 | 6.5 | DIVIDEND | | 16 | |
| | | 2.7 | | | |
| 9437 | 3.8 | FLORA | 2.7 | | |
| | | 2.5 | | | |
| 9438 | 6.3 | IRON KING | 5.2 | 9 | |
| | | 0.2 | | | |
| 9437 | 6.1 | EUREKA STANDARD | 5.0 | 19 | |
| | | 2.3 | | | |
| 9437 | 3.8 | FLORA | 2.7 | | |
| | | 0.4 | | | |
| 9436 | 3.4 | EUNICE | 3.1 | 8 | |
| | | 3.4 | | | |
| 9435 | | PEARL JY | 6.5 | 19 | |
| | | (6.5) | | | |

| WESTWARD | | OREM BRANCH | | EASTWARD | |
|-----------------|-----|--|--------------------------|-----------------------|--|
| Station Numbers | | Sub-Division 6-H STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Provo Jct. | Capacity of Siding | |
| | | END OF TRACK | 6.4 | | |
| | | 0.2 | | | |
| 9570 | 0.2 | OREM P | 6.2 | Yard | |
| | | 1.4 | | | |
| 9564 | 1.6 | SNOW P | 4.8 | Yard | |
| | | 0.6 | | | |
| 9561 | 2.2 | LINCOLN | 4.2 | 16 | |
| | | 0.4 | | | |
| 9558 | 2.6 | CURTIS | 3.8 | 23 | |
| | | 3.8 | | | |
| 9313 | 6.4 | PROVO JCT. JP | | Yard | |
| | | (6.4) | | | |

| WESTWARD | | LITTLE COTTONWOOD BRANCH | | EASTWARD | |
|-----------------|-----|--|-----------------------|----------|--|
| Station Numbers | | Sub-Division 6-I STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Capacity of Siding | | |
| 9604 | 2.0 | SANDY | 17 | | |
| | | 0.2 | | | |
| | 1.8 | U. P. CROSSING | | | |
| | | 0.8 | | | |
| 9602 | 1.0 | STATE STREET | | | |
| | | 1.0 | | | |
| 9332 | | MIDVALE JDNKFWY | Yard | | |
| | | (2.0) | | | |

| WESTWARD | | BINGHAM BRANCH | | EASTWARD | |
|--------------------------|-----------------|--|-----------------------|-----------------------|--------------------------|
| SECOND CLASS | Station Numbers | Sub-Division 6-J STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Midvale | Capacity of Siding | SECOND CLASS |
| 211 | | | | | 210 |
| Freight | | | | | Freight |
| Leave Daily Except Sun. | | | | | Arrive Daily Except Sun. |
| | 9633 | BINGHAM | 14.1 | Yard | |
| | | 2.2 | | | |
| | 9632 | COPPERTON | 11.9 | | |
| | | 2.9 | | | |
| | 9626 | DALTON J | 9.0 | 15 | |
| | | 3.9 | | | |
| 11 55 AM | 9624 | WELBY FTJ | 5.1 | 47 | 7 50 AM |
| | | 3.1 | | | |
| 12 05 PM | 9622 | WEST JORDAN | 2.0 | 23 | 7 25 |
| | | 2.0 | | | |
| 12 25 PM | 9332 | MIDVALE PJDNKFY | | Yard | 7 15 AM |
| | | (14.1) | | | |
| Arrive Daily Except Sun. | | Schedule Time Average Speed per Hour | | | Leave Daily Except Sun. |
| 0.30 | | | | | 0.35 |
| 10.0 | | | | | 8.6 |

See Time-Table Rule 6-A governing operation over gauntlet track Sub-Division 6-I.

WESTWARD

GARFIELD BRANCH

EASTWARD

| SECOND CLASS | Station Numbers | Sub-Division 6-K STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Welby | Capacity of Siding | SECOND CLASS |
|--|-----------------|--|------------------|--------------------|---|
| 211 Freight Leave Daily Except Sun. | | | | | 210 Freight Arrive Daily Except Sun. |
| | 9684 | GARFIELD SMELTER 2.0 | 17.0 | Yard | |
| 10 30 AM | 9680 | Garfield DFW 1.2 | 15.0 | 77 | 9 10 AM |
| | 9676 | EAST JUNCTION 1.0 | 13.8 | | |
| 10 55 | 9676 | MAGNA 2.1 | 12.8 | | 8 50 |
| 11 05 | 9674 | EAST MAGNA Y 4.7 | 10.7 | 67 | 8 32 |
| 11 24 | 9670 | KEARNS Y 6.0 | 6.0 | 59 | 8 19 |
| 11 50 AM | 9624 | WELBY PJY (17.0) | | 47 | 8 00 AM |
| Arrive Daily Except Sun. | | | | | Leave Daily Except Sun. |
| 1.20 11.3 | | Schedule Time Average Speed per Hour | | | 1.10 12.9 |

Wye switches Welby lined and locked for Garfield Branch.

Train arriving Welby as No. 210 will assume schedule of No. 210 at Welby on SUB-DIVISION 6-K. Train arriving Welby as No. 211 will assume schedule of No. 211 at Welby on SUB-DIVISION 6-J.

When there is no operator on duty at Garfield No. 211 will get clearance card in waybill box at Garfield station.

WESTWARD

LARK BRANCH

EASTWARD

| Station Numbers | Miles from Lark | Sub-Division 6-L STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Dalton | Capacity of Siding |
|-----------------|-----------------|--|-------------------|--------------------|
| 9628 | | LARK 3.4 | 3.4 | Yard |
| 9626 | 3.4 | DALTON J (3.4) | | 15 |

WESTWARD

HOOPER BRANCH

EASTWARD

| Station Numbers | Miles from Hooper | Sub-Division 7-A STATIONS TIME-TABLE No. 136 JULY 6, 1952 | Miles from Roy | Capacity of Siding |
|-----------------|-------------------|--|----------------|--------------------|
| 9876 | | HOOPER 2.1 | 4.0 | |
| 9866 | 2.1 | KINGSVILLE JCT. 3.1 | 1.9 | |
| 9870 | 5.2 | FARNSWORTH 1.6 | 5.0 | 19 |
| 9866 | 3.6 | KINGSVILLE 1.5 | 3.4 | 38 |
| 9866 | 2.1 | KINGSVILLE JCT. 0.8 | 1.9 | |
| 9864 | 2.9 | BARTON 1.1 | 1.1 | 30 |
| 9854 | 4.0 | Ry ROY JD (4.0) | | |

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT:

1-A. NO. 101 IS SUPERIOR TO NO. 102 FROM SALINA TO EPHRAIM.

1-B. Westward freight trains arriving Helper will be governed by track indicator, designating track to be used, located just opposite A.B.S. 6257-FS east end of Helper yard:

M. Main Track 2-7, Inclusive; Tracks as indicated.

Westward freight trains entering Roper yard will be governed by track indicator, designating track to be used, located 200 feet west of yard entrance switch, East Roper:

1-10, 25-26, Inclusive; Track as indicated
H 1. Ice House 1 RT. Running Track
H 2. Ice House 2 W2. Wash 2

If indicators do not display lighted numeral, train must ascertain from Operator at Helper or Yardmaster at Roper, track to be used. These indicators do not govern light engines.

2. Trains will leave following initial stations without clearance card:

| Sub-Division | Station |
|--------------|----------------------------|
| 6-C | Clear Creek and Colton. |
| 6-J | Welby, Dalton and Bingham. |
| 6-K | Welby. |
| 6-L | Dalton and Lark. |

2-A. Trains to or from Sub-Division 6-C will not be required to get a train order register check of trains at Colton, but when on the time of first class trains will proceed only under flag protection in accordance with Rule 99.

2-B. Eastward first-class trains must secure clearance card at Transfer.

2-C. There is no westward train order signal at Provo.

There is no train order signal at Salina. Unless otherwise provided no train will leave Salina without clearance card.

2-D. When no operator on duty at Midvale trains to or from Sub-Division 6-J may leave Midvale without clearance card.

When no operator on duty at Springville trains to or from Sub-Division 6-E may leave Springville without clearance card.

3. Train Register books are located at:

| | |
|---|---------------------------------|
| Helper | Salt Lake City Telegraph Office |
| Thistle (Helper engines and Sub-Division 6-D trains only) | Roper (Freight trains only) |
| Springville (branch trains only) | Transfer |
| Midvale (Sub-Division 6-J only) | Salina |
| Garfield | Ephraim |
| Welby | Eureka |

Register stations are shown in body of the Time-Table in full-faced type.

3-A. At stations listed below trains designated will register with registering ticket.

| Register Station | Trains |
|------------------|--|
| Helper | Regular westward first-class and No. 18. |
| Transfer | First-class trains. |

No. 17 will receive Form T, Train order check of Trains at Helper.

3-B. First-class trains on Sub-Divisions 6 and 7 arriving at and departing from Salt Lake City will be registered at Roper by the Train Dispatcher through the Operator.

Only trains originating or terminating Salt Lake City will register at Salt Lake City.

Freight trains, Sub-Division 7, will register at Roper. When regular trains from Sub-Division 7 are registered at Roper, it will be sufficient evidence that such trains have arrived Salt Lake City.

4. YARD LIMIT STATIONS:

Helper to M. P. 632.02, Kyune, Colton, Soldier Summit, Gilluly, Narrows, Thistle, Provo, East Roper-Roper-Salt Lake City, Roy to Hooper and Farnsworth, Ogden-Transfer.

Kenilworth to Kenilworth Junction.

Spring Canyon Junction to Mutual.

Clear Creek, Scofield.

Fairview, Mt. Pleasant, Spring City, Ephraim—West Ephraim, Manti, Gunnison, Spearmint, Redmond, Salina, Ivie, Sigurd, Kema, Richfield, Central, Nibley to Elsinore, Marysvale, Moroni Spur.

Springville, Sub-Division 6-E, Spanish Fork—Spanish Fork Sugar Factory—California Packing Co., Payson, Keigley, Stone, Goshen, Pearl to Dividend and Iron King, Hillside, Knightville to Eureka.

Provo to Hale, Heber.

Provo Jct. to Orem.

Midvale to West Jordan Sugar Works.

Welby, Copperton to Bingham, Dalton, Kearns to Bacchus, East

Magna to Garfield Smelter, including Sands Spur.

Midvale to End of Track, Sub-Division 6-I.

Sugar House Spur.

4-A. Trains and light engines moving from Garfield Smelter to Garfield Sub-Division 6-K, must flag around curves.

4-B. D. & R. G. W. trains and engines will enter Kennecott Corporation track, M. P. 15.3, Sub-Division 6-K (Sands Spur), under protection of flag.

4-C. All employees will be governed by O. U. R. & D. Co. rules and regulations and will have in their possession copy of current time table and rules, while using O. U. R. & D. Co. tracks at Ogden.

Joint switch crews, Salt Lake terminal, must have a copy of the current Western Pacific time table with them while on duty, and be governed by it while on Western Pacific tracks west of east curb of Jeremy Street, Salt Lake City.

4-D. Trains have no time table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other engines occupying these tracks must make way for passenger trains without unnecessary delay:

| Sub-Division | Location | Limits |
|--------------|----------|--|
| 5 and 6 | Helper | End of C. T. C. East end Helper Yard and crossover M. P. 627. |
| 6 | Provo | Westward Main track, A. B. S. 7007 and end of C. T. C., M. P. 701.3. |
| 7 | Transfer | Between westward A. B. S. 7801 and Transfer yard office. |

Salt Lake City Union Depot and Railroad Co. Rules 1 and 3 as revised read:

1. Trains have no time table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company trackage on Fourth West Street, Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision.

3. Switchmen and others using Salt Lake City Union Depot and Railroad Company tracks will be held responsible for leaving switches as found by them when passing in and out of yards unless switches are being handled by Union Depot Company switchtender. Proceed signal from switchtender to trains entering yard does not necessarily indicate that the track to be used is clear.

4-E. Within limits specified below Rule 93 of the D. & R. G. W. Rules and Regulations of the Operating Department govern all train or engine movements:

| Limits | Roads Governed |
|--|--|
| Garfield Yard | U. P., Kennecott Corpn., A. S. & R. Co., and D. & R. G. W. |
| Utah Refinery—Garfield | D. & R. G. W.—Kennecott Corpn., D. & R. G. W. switch crews enter Kennecott Corpn. main track at Utah Refinery under flag protection. |
| Clearfield Naval Supply Depot | U. P. Naval Supply Depot and D. & R. G. W. |
| 15th South Street—Fayette Avenue, Salt Lake City | D. & R. G. W.—Bamberger R. R. Co. |
| Lincoln and Washington Ave., Ogden | D. & R. G. W.—Bamberger R. R. Co. |

Trains or engines in the Ironton Plant shall proceed prepared to stop short of any obstruction, including trains, occupied tracks, improperly lined switches, and be on the lookout for anything that may affect movement of the train.

Within the limits of Geneva Steel Plant all trains and engines shall move within the Plant prepared to stop short of any obstruction, including occupied track or improperly set switches.

4-F. All freight trains, switch and light engine movements, including interchange deliveries between U. P. North yards and D. & R. G. W. Roper yards, will, unless otherwise provided, use the two running tracks extending from D. & R. G. W. main track, Sub-Division 7, between 1st North Street and North Temple Street to 21st South Street, Roper yards.

Between crossover leading to W. P. connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all trains, switch, light engines, and interchange delivery movements will keep to the right and movement against the current of traffic can be made only under flag protection.

When display of markers not required, as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

Western Pacific trains have no time table superiority on W. P. running track between S. L. C. U. D. & R. R. Co. trackage and westward home signal located between 5th and 6th West Streets.

4-G. Spur with east end connection to westward track located 227 feet west of crossover at Gomex serves Powder Plant. Crews using this spur track will be governed as follows:

At the crossing with Highway 50, 700 feet from the entering switch, trains or engines serving this plant will stop to clear the highway. A member of the crew, with proper flagging equipment, will proceed to center of the highway to protect the further movement of train against highway traffic. Movements over this crossing will be made only on his signal.

Trains or engines may cross this highway only during daylight hours. In case of poor visibility during daylight hours, red fuses will be used to flag highway traffic. The move across the highway should be a continuous one and the crossing will not be blocked by standing equipment if it can be avoided.

4-H. All employees while using Union Pacific tracks, Salt Lake City, and U. S. Smelter tracks at Midvale, including D. & R. G. W. delivery and receiving tracks, will be under the jurisdiction of Union Pacific supervisors and will obey their instructions.

D. & R. G. W. crews will deliver all passenger equipment to the Union Pacific Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the Union Pacific on the leg of the wye, this equipment will be handled into their Passenger Depot.

To effect delivery and turning D. & R. G. W. switch crews will use joint facilities of Grant Tower interlocking then proceed on Pedro No. 2 to 2nd South and 3rd West, thereafter moving only as directed by switch tender located at 2nd South Street, who will designate the track in the Union Pacific Depot on which the delivery is to be made.

D. & R. G. W. crews will be governed by the following Union Pacific rules, in addition to D. & R. G. W. operating rules, while working in these territories.

Union Pacific Rules 103-U, 103-V, 104-T, 104-U, 105-A and 802-A read as follows:

103 (U). At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

103 (V). The following instructions apply at public crossings protected by automatic crossing signals or automatic crossing gates where a crossing watchman is not on duty.

When the rear of a train, engine or yard movement has passed over such crossing and a back-up movement onto or over the crossing is then to be made, or, when a switching or engine movement is to be made against the current of traffic over such crossing, the crossing must be protected by a member of the crew as provided in Operating Rule 103 (B) or 103 (C).

104 (T). At Salt Lake City, Second South Street, unless proceed signal is received from switchtender, trains and engines must remain clear of following points:

Leaving passenger depot, remain clear of passenger lead. (Does not apply to yard engines unless a first-class train is due.)

Entering Salt Lake City, remain clear of Second South Street.

Entering Second South Street westward from Pedro 1 or Pedro 2 tracks, remain clear of cross-over just east of Second South Street.

Second South switchtender must handle D. & R. G. W. interchange movements on Provo Subdivision unless that track is blocked. If necessary to handle on Second Subdivision main track, switchtender must first ascertain from Ninth South towerman that there are no eastward train movements on that track and must receive assurance that all eastward trains will be held at Ninth South Tower until Second South switchtender advises interchange movement is completed.

At Salt Lake City, trains and engines must not foul cross-over switches between North Temple Street and Second North Street without first receiving proceed signal from switchtender. (Does not apply to yard engines unless a first-class train is due.)

104 (U). At Salt Lake City, eastward trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Other trains and road engines, including D. & R. G. W. switch engines, must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines, including D. & R. G. W. switch engines, moving to North Yard tracks from Freight Line must head through cross-over near First North Street to Pedro No. 3, stopping on straight track to clear Fourth North Street cross-over, unless proceed signal is received from Fifth North switchtender.

All trains and road engines moving to roundhouse or tracks in North Yard from points south of Fourth Street must stop to clear Fourth North Street unless proceed signal is received from switchtender at Fifth North Street.

"105-A. Trains or engines using any track other than a main track, must move at restricted speed."

"802-A. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

"Before a train or yard movement starts out of a yard track, brakeman or yardman will precede the movement to a point where it is known route is clear.

"Before a light engine starts out of a yard track, both the engineer and fireman must know that switches are properly lined and route is clear."

5. Air Brake and Retainer Operation, and Inspection Stops. When retainers are in use, trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position until wheels have had sufficient time to cool.

When a stop is made at any point on heavy grade and it is necessary to turn retainers down in order to start the train, begin at rear end of train, turn retainers down and up again as soon as air has exhausted from brake cylinder.

On freight cars equipped with 4-position release control retainers, these retainers will be used in Slow Direct Exhaust position instead of 10-lb. position on **Empty** cars.

Sub-Division 6:

All freight trains will stop at Soldier Summit and make application and release test of air brakes.

Freight trains not picking up at Soldier Summit:

Trainmen will note that rear brake of train applies then signal for release and after rear brake releases will place retaining valves in operative position as required. Westward trains will stop between station and overhead bridge for above described test.

Freight trains picking up at Soldier Summit:

Air brake test will be made in accordance with Rule 9-C of Rules and Regulations governing Operation and Maintenance of Air Brakes, etc., after which retaining valves will be placed in operative position as required.

In handling freight trains, Soldier Summit to Thistle, and Soldier Summit to Helper, not more than 3 cars having non-air or inoperative air brakes will be permitted to descend in solid coal, ore, or steel trains, and not more than 5 cars having non-air or inoperative air brakes in other freight trains.

At all times the number of operative air brakes in a train must not be less than 85 percent of the total number of cars in the train.

Passenger trains in both directions must make running test of air brakes as prescribed by Air Brake Rule 11 before passing over the summit of grade at Soldier Summit. This test should be made while train is passing station building at that point.

On trains of passenger car equipment (including express refrigerator cars), consisting of 18 cars or less, when 75% or more of the cars are equipped for graduated release, **Graduated Release**, as prescribed

by air brake Rule 36-A, will be used Kyune to Helper, Soldier Summit to Detour and Narrows to Rio.

On trains of passenger car equipment, when less than 75% of cars are equipped for graduated release, or consist of train is more than 18 cars, unless handled by Diesel engine with dynamic brake operative, one-half of retainers will be used Kyune to Helper, Soldier Summit to Detour, and Narrows to Rio, alternating retainers frequently to avoid overheating of wheels.

Freight Trains—Soldier Summit to Helper:

Trains handled by Diesel locomotives consisting of 4 units having dynamic brake operative on entire locomotive:

If train consists of more than 2600 actual tons and less than 3100 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 3100 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 3100 actual tons.

Trains handled by Diesel locomotives consisting of 3 units having dynamic brake operative on entire locomotive:

If train consists of more than 1950 actual tons and less than 2300 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 2300 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 2300 actual tons.

In the event that the dynamic brake on any part of the Diesel locomotive is inoperative, retaining valves must be operated in the same manner as prescribed below for trains handled by other locomotives:

Trains handled by locomotives other than Diesels:

On loaded cars having gross weight of 80 tons or more, retaining valves will be used in 20-lb. position Kyune to Helper.

On trains of light loads, retainers must be placed in 10-lb. position on all cars except that retainers may be turned down on six rear cars if retaining power is found to be excessive.

On trains of mixed loads and empties, retainers on forward half of train must be placed in 10-lb. position. Every other retainer on rear half of train must be placed in 10-lb. position, except that retainers on 10 rear cars may be turned down if retaining power is found to be excessive.

On trains of empty cars, retainers on forward half of train must be placed in Slow Direct Exhaust or 10-lb. position.

Retainers will be turned up before leaving Soldier Summit unless it is known that train will stop at Colton or Kyune but retainers must in all cases be turned up before leaving Kyune.

Freight Trains—Soldier Summit to Thistle:

Trains handled by Diesel locomotives series 540-576, consisting of four units having dynamic brake operative on entire locomotive:

If train consists of more than 3100 actual tons and less than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 3600 actual tons.

Trains handled by Diesel locomotives series 540-576, consisting of three units having dynamic brake operative on entire locomotive:

If train consists of more than 2300 actual tons and less than 2700 actual tons, ten retaining valves will be used in 10-lb. position on the forward portion of train. If train consists of more than 2700 actual tons ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 2700 actual tons.

In event that dynamic brake on any part of the Diesel locomotive becomes inoperative, retaining valves must be operated in the same manner as prescribed below for trains handled by other locomotives:

Trains handled by locomotives other than Diesels:

Trains consisting of coal or ore; retainers will be placed in 20-lb. position on all cars Soldier Summit to Gilluly and in 10-lb. position on all cars Gilluly to Thistle.

Trains consisting of loaded cars other than coal or ore; retainers will be placed in 10-lb. position, Soldier Summit to Thistle.

Trains consisting of mixed loaded and empty cars; retainers will be placed in 10-lb. position on all loaded cars and in Slow Direct Exhaust or 10-lb. position on one half of empty cars, Soldier Summit to Thistle.

Trains consisting of empty cars; beginning at head end of train, retainers will be placed in Slow Direct Exhaust or in 10-lb. position on every other car on head two-thirds of train. Retainers on head two-thirds of train will be alternated at Gilluly.

Inspection Stops:

All Westward freight trains except trains handled by Diesel Locomotives having dynamic brakes operative, will stop at Gilluly and

Thistle for inspection, and if consisting of coal or ore will also stop at Narrows for inspection.

On Westward trains handled by diesel locomotives having dynamic brake operative it will not be necessary to make inspection stop at Gilluly, Narrows or Thistle if train is operating normally.

Sub-Division 6-A:

All retainers must be used on descending grades and not to exceed 60 loads will be handled Kenilworth to Kenilworth Jct.

Sub-Division 6-B:

Spring Canyon Junction-Rains: All retainers must be used on descending grades.

Not more than 45 loads will be handled in any one train descending grade Mutual to Spring Canyon Jct.

Sub-Division 6-C:

Head one-half of retainers will be used in 20-lb. position Clear Creek to Scofield, and head one-third of retainers will be used in 20-lb. position Scofield to Colton.

Sub-Division 6-E and 6-F:

On descending grades between Knightville and Pearl and between Dividend and Pearl, not to exceed 30 loads will be handled.

All retainers must be used Knightville to Eureka and Knightville to Goshen.

Westward freight trains must stop at Laguna to cool wheels and inspect train.

Trains of loads from Goshen Valley Branch will stop 10 minutes at Pearl to cool wheels and for inspection. All retainers must be used on descending grades Goshen Valley Branch and Iron King Spur.

Sub-Division 6-G:

From M. P. 17 to M. P. 15.6 the grade is two and one-half per cent descending in the westerly direction. Retainers will be used when requested by enginemen.

Sub-Division 6-J:

Trains will use all retainers Bingham to Welby.

6. Railroad crossings at grade protected by signals or signals and derails:

| Sub-Division | M. P. Location | Tracks Governed | Remarks |
|--------------|----------------|---|--|
| 6 | 698.9 | D.& R.G.W. main tracks and U. P. switch tracks. | Interlocking. Color light signals for normal movement, semaphore type for reverse movement. U. P. and D. & R. G. W. governed by their own rules. |
| 6 | 705.7 | D.& R.G.W. main tracks and U. P. main track. | Automatic signals. Color light signals without derails. Each road governed by its own rules and special instructions. Automatic release section has been installed 500 feet west of eastward Interlocking Home Signal on eastward main track and will be designated by a sign reading: "RELEASE SECTION." Eastward trains occupying section of track between eastward Distant Signal and release section sign for a period of eight (8) minutes or more will automatically release the Interlocker, and the Home Signal will change to Stop indication. To again clear Home Signal, eastward trains will proceed into Release Section and Home Signal should change to Approach or Proceed indication after time interval of two (2) minutes has elapsed. If Home Signal does not change to Approach or Proceed indication after a time interval of two (2) minutes, train and enginemen will be governed by Rule 667. |
| 6 | 744.2 | D.& R.G.W. running tracks and U. P. main track. | Interlocking. Color light signals. Derails. Each road governed by own rules. |
| 6 | 744.2 | D.& R.G.W. main tracks and U. P. main track. | Semi-Automatic signal protection. Color light signals without derails. Each road governed by its own rules and special instructions. Leverman located in tower at freight interlocking plant. (See Rule 662.) |

| Sub-Division | M. P. Location | Tracks Governed | Remarks |
|--------------|----------------|---|--|
| 7 | 745.5 | D.& R.G.W. main track and U. P. Switch track. W. P. running track and D.& R.G.W. running tracks. U.P. main track. | Interlocking: Color light signals for normal and reverse movements. U. P., W. P., and D. & R. G. W.—each railroad governed by its own rules and special instructions. Eastward home signal located just north of 4th North Street, and westward home signal located just south of 2nd South Street are controlled to eliminate the blocking of important street crossings when continuous movement cannot be made through interlocking. All switches in connection with signals governing routes are remote controlled. All other switches are hand operated. D. & R. G. W. switch crews will when necessary to perform switching movements within interlocking limits, communicate with leverman and be governed by his instructions. |
| 7 | 748.9 | D.& R.G.W. main track. | Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against U. P. Each road governed by its own rules and special instructions. See instructions posted in phone booth. A. B. S. governing movements from Standard Oil Spur-Cudahy Spur, and Ogden Sugar Works have two signals. Upper signal governs route to D. & R. G. W. main track, lower signal governs route to U. P. or to O. U. R. & D. |
| | 750.4 | and U. P. switch tracks. | Train or engine stopped by semi-automatic signals on main track governing movements over main track electric locked switches at these locations will proceed when signal changes to proceed or when flagman has stopped all conflicting movements and gives proceed signal. Train or engine will then proceed in accordance with Rule 509. |
| 7 | 771.3 | D.& R.G.W. main track and U. P. branch track. | Color light signals. U. P. trains stop. Normal position of derails and signals against U. P. Each road governed by its own rules. |
| 7 | 779.5 | D.& R.G.W. main track and O.U.R. & D. yard track. | Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against O. U. R. & D. See instructions for M. P. 748.9. |
| 7 | 781.3 | D.& R.G.W. Passenger main track and O.U.R. & D yard tracks. | Color light signals. Normal position of signals and derails against D. & R. G. W. and are operated by O. U. R. & D. "herder." See instructions posted inside of door on release mechanism. |
| 7 | 781.3 | D. & R. G. W. freight main track and S. P. main track and O.U.R.&D. yard tracks. | Color light signals. Normal position of signals and derails against D. & R. G. W. See instructions posted on inside of door on release mechanism. |
| 7 | 781.7 | D. & R.G.W. yard track and U. P. main track. | Color light signals. Normal position of signals against D.& R.G.W. See instructions posted on inside of door on release mechanism. |
| 6-I | 1.8 | D. & R. G. W. branch track and U. P. main track. | Semi automatic color light signals. D. & R. G. W. trains stop. Normal position of signals and derails against D. & R. G. W. See instructions posted in box housing release mechanism. |

| Sub-Division | M. P. Location | Tracks Governed | Remarks |
|---------------------------|----------------|--|--|
| 6-K | 16.5 | D. & R. G. W. Sands Spur and U. P.-W.P. main tracks. | Semi-Automatic crossings. Color light signals. Derails. Normal position of signals and derails against D. & R. G. W. Instructions for operation of interlocking plant are posted inside time lock boxes 9, 11 and 12. |
| 13th South Salt Lake City | | D. & R. G. W. Yard Track and U. P. main track. | Color light signals and derails on D. & R. G. W. Color light home and distant signals and no derails on Union Pacific. Instructions for operation of derails on D. & R. G. W. are posted inside of electric lock case. |

Hours of Signalman at Ironton Interlocking Plant are from 9:00 A. M. to 6:00 P. M., with one hour off for lunch.

During period Signalman is off duty the normal indication of Home and Distant signals will be "Proceed". (See Rule 674.)

Trains approaching the following crossings at grade, which are not protected by signals:

| Sub-Division | M. P. Location | Railroad Crossed | Remarks |
|------------------|----------------|--|--|
| Sugar House Spur | 0.7 | D. & R. G. W. spur and U. P. main track. | D. & R. G. W. trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on U. P. track. After movement is completed and crossing cleared gate must immediately be restored to normal position and locked. Gate is equipped with two lights, one of which is in center of gate and one on pivot post, these lights will display red when gate is lined against approaching movement and green when gate is lined for approaching movement. At night, if both lights are not burning, stop must be made before fouling crossing. |

UTAH STATE LAW: Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in town and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance of not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the public utilities commission is adopted such stop shall not be required.

Provided, that local authorities in their respective jurisdiction may by ordinance approved by the Public Service Commission provide more restricted sounding of bells or whistle or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called diesel operated locomotive.

Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation.

6-A. Movements thru gauntlet track over State Street underpass, Sub-Division 6-I, will be as follows:

D. & R. G. W. trains will use detour track across State Street, distance of 1800 feet, about 600 feet of which is gauntlet track with Union Pacific R. R., over highway underpass. Movements thru this gauntlet track will be governed by Union Pacific operating rules, as follows: "Automatic Block Signals governing train and engine movements over gauntlet track, U. P. Mile Post 47.74 between Cushing and Sandy, Utah, are in service.

The normal position of home signals is STOP and signal will change to PROCEED indication on approach of train if block is clear.

If the signal indication does not change to PROCEED due to train or engine on conflicting route having received but not accepted proceed indication, and if train or engine has stopped and is being delayed for any reason; or, if the signal indication does not change to proceed and no conflicting train or engine movements are evident, train or engine-man will proceed to instrument case, located 100 feet south (by compass direction) of street crossing overpass and operate the time release assigned to his road.

When time release has been operated, if after an elapse of two minutes signal indication does not change to proceed the train or engine-man at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and engine-men, after sounding two long blasts of whistle (Rule 14-b) will proceed following flagman carefully to end of gauntlet track.

If a signal, permitting a train to proceed after being accepted, is changed to a stop-signal before it is reached, the stop must be made at once.

In the event of signals failing to give proceed indication on approach and failing to give such indication in response to time release operation, D. & R. G. W. trains will protect by flagman full distance in both directions before occupying gauntlet track."

A. B. S.

6-B. Westward A. B. S. 6273W, Westward Positive A. B. S. 6273WA, 6273WB at Kenilworth Jct. are controlled by Operator, Helper. Eastward Utah Railway trains leaving Main track at Utah Railway Junction enroute Martin will be governed by Rule 515 at A. B. S. 6288-E.

6-C. A. B. S. Helper-Colton, normal and reverse movements.

The limits of this territory are designated by signs—
"Beginning of Block for Reverse Movement"
"End of Block for Reverse Movement"

There are no intermediate signals for trains running against the current of traffic between Colton and Lynn.

When either of the two main tracks is used as single track between any designated locations within these limits, the train occupying main track at meeting point will stop before reaching "Signal Overlap Sign," if train to be met has not arrived to avoid displaying stop indication for opposing trains to and including next opposing Positive A. B. S.

There are no intermediate signals between North Salt Lake and Woods Cross and between Layton and Clearfield.

Westward train occupying main track at North Salt Lake and Layton will stop before reaching signal overlap sign if train to be met has not arrived to avoid displaying stop indication for opposing trains to and including next opposing Positive A. B. S.

CONTROLLED SIGNALS EASTWARD MAIN TRACK KYUNE

6-D. Positive A. B. S. 6400 E west end of Kyune and Positive A. B. S. 6358 E west end of Nolan are controlled by Operator, Kyune, as directed by Dispatcher, Salt Lake City.

Positive A. B. S. 6400 E, when upper signal displays Proceed or Approach indication it is authority to proceed to office of communication Kyune on the time of eastward first class or preference trains.

Positive A. B. S. 6358 E, when upper signal displays Proceed or Approach indication it is authority to proceed to Helper on the time of eastward first class or preference trains.

Eastward trains having work at Castle Gate will head in Royal siding if train length permits.

Positive A. B. S. 6400 E, Kyune, and 6358 E, Nolan, have an additional signal on A. B. S. which, when illuminated, will display the letter "S" and indicates that train must take siding.

C. T. C.

6-E. Between Westward Positive A. B. S. 6503-W, Eastward Positive A. B. S. 6504-W and 6504-WA and between Westward Positive A. B. S. 6503-E and Eastward Positive A. B. S. 6504-EA and 6504-E East end Soldier Summit yard.

Between Westward Positive A. B. S. 6517-W and Eastward Positive A. B. S. 6518-W and between Westward Positive A. B. S. 6517-A and Eastward Positive A. B. S. 6518-F and 6518-W Westward main track west end Soldier Summit yard.

SOLDIER SUMMIT

Positive A. B. S. 6503W. When upper signal displays Proceed or

Approach indication it is authority to proceed on westward main track on the time of westward first class or preference trains.

Westward Positive A. B. S. 6517A and eastward Positive A. B. S. 6518F normally display a lunar indication. When displaying "stop" it indicates there is an eastward train approaching to enter Soldier Summit yard or a westward train approaching to depart Soldier Summit yard and trains switching must give way without unnecessarily delaying such train or trains.

Positive A. B. S. 6518W governs movements of eastward trains on westward main track and into Soldier Summit yard, when spring switch has been lined for movement into yard.

Eastward trains departing from east lead Soldier Summit must occupy release section, 400 feet west of A. B. S. 6504WA, 48 seconds before Operator can position dual controlled spring-derailing switch for departure.

When trains or engines receive a Proceed or Approach indication on Positive A. B. S. at east end of Soldier Summit yard it is authority to proceed to Kyune on eastward main track if movement is to be continuous on the time of first class or preference trains, and for trains or engines departing from Soldier Summit yard it is, in addition, authority to cross over westward main track to eastward main track on the time of westward first class or preference trains.

Westward trains when ready to depart Soldier Summit yard will communicate with Operator Soldier Summit and must occupy release section 240 feet east of Positive A. B. S. 6517A, 48 seconds before Operator can position dual controlled spring-derailing switch for departure.

A. B. S. 6518, west of viaduct Soldier Summit, is controlled by Operator Soldier Summit. Upper signal governs movements on eastward main track. Lower signal governs movements through turnout of west switch of eastward siding.

Eastward A. B. S. 6572, west end of Scenic siding, has an additional signal on A. B. S. which, when illuminated, displays the letter "T" and when so illuminated is authority for eastward trains to proceed on eastward main track to Soldier Summit on the time of eastward first class or preference trains.

C. T. C.

6-F. Between Westward Positive A. B. S. 6797 and Eastward Positive A. B. S. 6798 and 6798-A Westward main track east end Thistle.

Between Eastward Positive A. B. S. 6822 and Westward Positive A. B. S. 6821 and 6821-A Eastward main track west end Thistle.

Positive A. B. S. 6797. When upper signal displays Proceed or Approach indication it is authority to proceed on westward main track on the time of first class or preference trains.

Positive A. B. S. 6822. When upper signal displays Proceed or Approach indication it is authority to proceed on eastward main track on the time of first class or preference trains.

Westward A. B. S. 6717, east end Narrows siding, has an additional signal on A. B. S. which, when illuminated, displays the letter "T" and when so illuminated is authority for westward trains to proceed on westward main track on the time of first class or preference trains.

C. T. C.

6-G. Operator, Helper controls all positive A. B. S. 6253 to 6258, inclusive, as directed by Dispatcher Green River.

Following dual controlled switches are normally operated by Operator, Helper:

East end of crossover at end of two main tracks and at east end of crossover between westward main track and No. 1 lead.

Dual controlled spring switches at west end of these two crossovers. Within these limits all other main track switches will be hand operated.

Westward A. B. S. 6253 (Spring Glen) has an additional signal and when illuminated displays the letter "S" which indicates the train must take siding and is authority to hand operate switch.

Westward A. B. S. 6257 has three signals. Upper signal governs movements to eastward main track; middle signal governs movements through crossover to westward main track; lower signal when displaying lunar indication authorizes trains to proceed without stopping at a speed not to exceed fifteen (15) miles per hour to either eastward or westward main track when such track is occupied, or to No. 1 lead.

Westward A. B. S. 6257 F has two signals. Upper signal governs unrestricted route to westward main track; lower signal when displaying lunar indication will be authority to proceed at a speed not to exceed fifteen (15) miles per hour and may govern movement to westward main track, when it is occupied or to No. 1 lead.

Westward A. B. S. 6257 FS and eastward A. B. S. 6258 F will normally display a lunar indication. When displaying "STOP" it indicates there is an eastward or westward train or trains approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

Eastward A. B. S. 6254A will normally display a lunar indication when switch is lined for (Spring Glen) yard. This signal has an additional signal on A. B. S. When the letter "S" is illuminated, it will be authority to hand throw switch at west end of crossover to main track, after which train will be governed by indication of A. B. S. 6254A.

Eastward trains departing on No. 1 lead, must occupy release section, located 310 feet west of A. B. S. 6258 F, 48 seconds before Operator can position dual controlled spring switch for departure.

Eastward trains departing from lower train yard will communicate with Operator at Helper for signal indication when ready to depart.

Eastward trains departing from high or coal yard via Independent lead, must stop and obtain permission from Operator Helper before entering this lead. The Operator will not grant such permission until authorized by Dispatcher Green River, who will not issue such authority unless continuous movement can be made to Maxwell.

Operator at Kyune controls all Positive A. B. S. on westward main track between A. B. S. 6347W and 6388W, inclusive; Positive A. B. S. 6348EA, east end Nolan siding, and Positive A. B. S. 6388EA, east end Kyune siding, when inside switch has been lined for movement to westward main track. When making movement from east end of siding to westward main track at Nolan or Kyune, inside switch must be lined and movement will then be governed by signal indication displayed by positive A. B. S. 6348EA or 6388EA.

Dual controlled switch east end of Nolan, westward track, is normally operated by Operator Kyune. All other main track switches are hand operated.

Eastward Positive A. B. S. 6358W governing reverse movements on westward main track, west end of Nolan, has an additional signal on A. B. S. which, when illuminated, will display the letter "S" and indicates that train must take siding and is authority to hand operate switch.

Dispatchers, Salt Lake City control all Positive A. B. S. between westward Positive A. B. S. 7013W, westward Positive A. B. S. 7013E, Provo, and eastward Positive A. B. S. 7408W, 7408E, 7408WF and 7408EF, East Roper.

Positive A. B. S. 7071W has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to eastward main track; lower signal governs movement to Geneva Steel Plant.

Positive A. B. S. 7071E has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to westward main track; lower signal governs movement through turnout to Geneva Steel Plant.

Dual controlled switches are located as follows: Each switch of trailing point and facing point crossover Mile Post 707.1, switch to Geneva Steel Plant, end of two main tracks at Dern, each end of siding American Fork, each switch of crossover between main track and American Fork siding at Mile Post 714.1, each end of siding Mesa, Olivers, Riverton, Midvale; end of two main tracks Endot, each switch of facing point crossover Mile Post 734.0, each switch of trailing point crossover West Midvale and each switch of facing point crossover East Roper and switch leading to inbound lead East Roper.

Dual controlled derail located opposite A. B. S. 7072F, on Geneva Steel Plant Lead and on west end of siding Midvale.

All other main track switches are hand operated.

Between Mile Post 701.3, Provo, and Dern and between Endot and East Roper both main tracks are signalled for normal and reverse movements.

CONTROLLED SIGNALS EASTWARD AND WESTWARD MAIN TRACK SPRINGVILLE

6-H. Westward Positive A. B. S. 6947 and Positive A. B. S. 6947-A at Springville Cannery Spur, Westward Positive A. B. S. 6955-E and Positive A. B. S. 6955-EA at switch to main track, Sub-Division 6-E, Westward Positive A. B. S. 6955-W and Eastward Positive A. B. S. 6958 are controlled by the Operator at Provo as directed by train dispatcher at Salt Lake City.

When trains or engines standing on Springville Cannery Spur or on main track Sub-Division 6-E receive an approach indication from Positive A. B. S. 6947-A or Positive A. B. S. 6955-EA it is authority to occupy Eastward main track between Positive A. B. S. 6947 and Positive A. B. S. 6958 on the time of Eastward first class or preference trains.

When Westward Positive A. B. S. 6955-E or Positive A. B. S. 6955-EA governing Westward movements on Eastward main track display a proceed or approach indication and crossover at M. P. 695.7 is lined for movement from Eastward main track to Westward main track it is authority to proceed through crossover to Provo on Westward main track on the time of Eastward and Westward first class or preference trains.

CONTROLLED SIGNALS M. P. 1.8 BACCHUS SPUR

6-I. Trains entering Kennecott Corporation track, M. P. 1.8 Bacchus Spur, will call operator at Magna who will position signal to permit entrance into Kennecott Corporation track.

When signals indicate proceed switches may be lined for this movement and occupy Kennecott Corporation track on signal indication. Movement should be continuous and switches restored to normal position on completion of movement.

ANNUNCIATORS AND WARNING INDICATORS

6-J. Audible annunciator on eastward main track is located opposite A. B. S. 6842, east end Castilla siding, and on westward main track on mast of A. B. S. 6329, west of Lynn.

Eastward trains immediately after passing A. B. S. 6842 and westward trains immediately after passing A. B. S. 6329, will give the following whistle signals, using care to space whistle sounds as to be distinct.

| | |
|---------------------------|----------------|
| Passenger trains | 1 long blast |
| Manifest trains | 2 short blasts |
| Other freight trains..... | 3 short blasts |

6-K. Warning indicator is located on east side of viaduct and south of eastward track at Soldier Summit, normal indication yellow. When there is a train or engine on the eastward track between A. B. S. 6528 and the viaduct no indication will be displayed by this indicator.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains consisting of streamlined equipment, when handled with Diesel-electric locomotives with all dynamic brakes operative, may be operated at a speed of (5) five miles per hour greater than the normal speed authorized on tangents and curves, except between Colton and Helper; but all speed restrictions in the timetable, other than zone speeds, will be applicable.

7-A. Except as otherwise provided, inferior class and extra trains and engines will clear the time of California Zephyr trains, Nos. 17 and 18, not less than 10 minutes.

7-B. Rear trainman out of Salt Lake City will change marker lens from green to yellow by manipulating from within the rear of the observation car.

7-C. When making terminal test of air brakes at Salt Lake City, the automatic brake, as well as the electro-pneumatic straight air brake must be tested as follows:

Upon request or proper signal, engineman will apply the automatic brake in accordance with Rule 8-G of Rules and Regulations Governing Operation and Maintenance of Air Brakes. After inspection has been completed inspectors will signal for release of brakes and after automatic brakes are released another signal to apply brakes will be given. Engineman will change brake valve to "SA" position and apply electro-pneumatic straight air brake, after which another inspection must be made to determine that all brakes are applied. Inspector will then signal for release and engineman will release the electro-pneumatic brake. Inspectors will then note that all train brakes are released before removing blue signal from engine.

Before engine is detached from train it must be known that automatic air brakes are applied on train.

Incoming engineman, at Helper, will make electro-pneumatic application of brakes and inspector will note that brakes apply, then signal for release.

Outgoing engineman will release brakes and inspector will note that brakes release. This test to be followed by running test in accordance with Rule 11 of Rules and Regulations Governing Operation and Maintenance of Air Brakes as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

The standard brake pipe pressure for California Zephyr trains is 110 lbs. and any locomotives used to handle these trains must have feed valve adjusted for this pressure.

California Zephyr trains are equipped with rear red and white lights but these lights will not be in operation between Denver and Salt Lake. Trainmen before departing Salt Lake will see that they are turned off.

8. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight train should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped "Good on Freight Trains."

8-A. Rule 91 is modified to the extent that trains being operated between Union Depot Salt Lake City and U. P. crossing 9th South are required to keep only five (5) minutes part.

8-B. Westward Freight trains leaving Soldier Summit must keep at least ten (10) minutes apart.

9. Overhead clearances on main track and siding at the following locations will not clear a man standing on the top of a car:

| Sub-Div. | Mile | Description |
|------------|-------|--|
| 6..... | 626.7 | Sanding facility between Westward and Eastward track and coaling facilities. |
| 6..... | 636.1 | Nolan Tunnel, Eastward Track. |
| 6..... | 651.7 | Viaduct. |
| 6-B..... | 7.0 | Mutual Mine Tipple. |
| 6-C..... | 21.1 | Clear Creek Mine Tipple. |
| 6-D..... | 122.5 | Sevier Tunnel. |
| 6-E..... | 30.2 | Tunnel. |
| 6-E..... | 34.6 | Tunnel. |
| 6-J..... | .05 | U. S. Smelter. |
| 6-J..... | .06 | U. S. Smelter Bridge. |
| 6-J..... | .06 | U. S. Smelter Flume. |
| 7..... | 769.6 | Wagon Bridge. |
| Sugar | | |
| House Spur | 7.6 | Le Grand—Rock Quarry. |

There are also side clearances on main track and sidings, and overhead and side clearances at other locations that will not clear a man on top or side of car. All employees should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

10. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

10-A. Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing "other" freight trains govern the speed of mixed trains and govern the speed of light steam engines, unless otherwise provided, except that between Kyune and Helper eastward, and Soldier Summit and Thistle westward, light steam engines may run 25 miles per hour.

Where other speed restrictions do not prohibit, Diesel locomotives running light may be operated in A. B. S. limits at a maximum speed of sixty (60) M.P.H., but will not exceed the maximum speed authorized for passenger trains.

Diesel locomotives when double-heading with steam engines, must be placed on head end and will not be double-headed with steam engines smaller than M-64 Class.

Steam engines running backward will not exceed 15 M. P. H. on curves and 25 M. P. H. on tangent track.

| ZONE SPEEDS | Passenger | Freight Trains | |
|---|-----------|----------------|-------------|
| | Trains | Miles per | Hour |
| | Miles per | Hour | Hour |
| | Hour | Coal | & Ore Other |
| Where restrictions do not specify direction, they apply to both eastward and westward movements: | | | |
| Sub-Divisions 6 and 7: Except as specified below | | | |
| Kyune to Lynn (Eastward)..... | 60 | 40 | 50 |
| Lynn to Helper (Eastward)..... | 30 | 15 | 20 |
| Soldier Summit to Gilluly (Westward)..... | 30 | 15 | 20 |
| Gilluly to Detour (Westward)..... | 30 | 15 | 25 |
| Detour to Narrows (Westward)..... | 40 | 20 | 25 |
| Narrows to Rio (Westward)..... | 35 | 20 | 25 |
| Rio to Thistle (Westward)..... | 45 | 20 | 25 |
| Gomex—Mile Post 702.5..... | 65 | 40 | 50 |
| Mile Post 702.5—Endot..... | 70 | 40 | 50 |
| Endot—Salt Lake City..... | 65 | 40 | 50 |
| Salt Lake City—Mile Post 764.4..... | 50 | 40 | 40 |
| Mile Post 764.4—Transfer..... | 55 | 45 | 45 |
| Main Track from 9th South to South Temple Street, Salt Lake City..... | 12 | 12 | 12 |
| Spur Track Roper to Industrial Center..... | 12 | 12 | 12 |
| Approaching and over network of switches and passenger platform Ogden Union Depot Co. passenger yard..... | 8 | 8 | 8 |
| Sub-Division 6-A | 12 | 12 | 12 |
| Sub-Division 6-B | 10 | 10 | 10 |
| Sub-Division 6-C | 15 | 15 | 15 |
| Sub-Division 6-D | | | |
| M. P. 1-44 | 35 | 25 | 25 |
| M. P. 44-86..... | 50 | 40 | 40 |
| M. P. 86-132.2..... | 35 | 25 | 25 |
| Moroni Spur | | 15 | 15 |

| ZONE SPEEDS | Passenger Trains | Freight Trains | |
|--|---------------------|----------------|-------|
| | Miles per Hour | Coal & Ore | Other |
| Sub-Division 6-E | | | |
| Eureka-Pearl | 20 | 12 | 12 |
| Pearl-Springville | 35 | 25 | 25 |
| Between Spanish Fork Sugar Factory and Del Monte Packing Co. | 10 | 10 | 10 |
| Sub-Division 6-F | 12 | 12 | 12 |
| Sub-Division 6-G | 25 | 20 | 20 |
| Sub-Division 6-H | 10 | 10 | 10 |
| Sub-Division 6-I | 15 | 15 | 15 |
| Sub-Division 6-J | | | |
| Ascending Midvale to Welby..... | 20 | 20 | 20 |
| Descending Welby to Midvale..... | 20 | 15 | 15 |
| Sub-Division 6-K | | | |
| Welby—Kearns | 30 | 30 | 30 |
| Kearns—Garfield | 20 | 20 | 20 |
| Sub-Division 6-L | 20 | 12 | 12 |
| Sub-Division 7-A | 12 | 12 | 12 |
| All Sub-Divisions, except where Zone Speeds require lower speed: | | | |
| Thru Spring Switches at Spring Glen, Independent Lead in east end Helper yard, Kenilworth Jct.; east and west ends Nolan and Kyune; Soldier Summit cross-overs east and west ends at MP 650.3, 650.4, 651.8; Scenic; Gilluly; De- tour; east switch to eastward siding Narrows; Rio; Thistle; East Roper; Transfer | 15 | 15 | 15 |
| Thru Dual Controlled and Dual Con- trolled Spring Switches east end Helper Yard; east end Nolan; both ends Soldier Summit; Geneva Steel Plant Lead; east end Midvale Siding; switch entering East Roper yard | 15 | 15 | 15 |
| Thru Dual Controlled Switches at End of Two Main Tracks Helper; both cross- overs at Geneva; crossover between siding and main track at American Fork; crossover MP 734.0 at east end Midvale; west siding switch and cross- over west end Midvale..... | 30 | 30 | 30 |
| Thru Dual Controlled Switches at east end westward siding and at west end eastward siding Thistle; End of Two Main Tracks Dern, east and west ends American Fork, Mesa, Olivers and Riverton; End of Two Main Tracks at Endot; crossover between two main tracks East Roper | 32 | 32 | 32 |
| Thru other turnouts equipped with spring switches | 25 | 25 | 25 |
| In or out of other turnouts..... | 15 | 15 | 15 |
| Trailing thru spring switches on straight track | 30 | 30 | 30 |
| Thru Interlocker, Ironton..... | 60 | 40 | 50 |
| Over railroad crossing M. P. 705.7..... | 45 | 40 | 45 |
| Thru turnouts remote controlled switches Grant Tower Interlocking M. P. 745.5.... | 15 | 15 | 15 |
| Thru other Interlockers..... | 35 | 25 | 25 |
| Over railroad crossing main track, 9th South, Salt Lake City..... | 12 | 12 | 12 |
| Over railroad crossing M. P. 771.2..... | 55 | 45 | 45 |
| Over other railroad crossings not inter- locked | 25 | 20 | 20 |
| Thru following sidings: Utah Railway Junction (Both sidings), Royal Narrows (Westward siding), Provo (Eastward siding), Clearfield | 15 | 15 | 15 |

| Maximum speeds permissible in any service by various classes of power and equipment, as follows: | Miles per Hour |
|---|----------------|
| Diesels Series—600, 601..... | 75 |
| Diesels Series—548, 552-554, M-68, M-64..... | 70 |
| Diesels Series—540-547, 549-551, 555-576, 150-152, L-105..... | 65 |
| Diesels Series—5100-5113 | 65 |
| Diesels Series—120-123 | 60 |
| K-59 | 55 |
| Diesels 66-74, 100-119, M-67..... | 50 |
| L-131-132 | 45 |
| F-81 | 40 |
| Diesels 38-43, C-48, K-63, Steam Derricks 025-026..... | 35 |
| Engines dead with side rods up..... | 25 |
| Engines dead with all side rods down..... | 15 |
| Engines with one pair wheels swinging..... | 10 |
| Other derricks, steam shovels, clam shells, ditchers, pile drivers, scale test cars, D. & R. G. W. cars X-3350 and 3351, K-J and Western Air Dumps..... | 25 |
| Russell Snow Plow X-67 (When handled in train)..... | 30 |

Westward freight trains leaving Soldier Summit must not exceed a speed of six miles per hour while pulling out of yard.

Eastward freight trains must not use less than:
23 minutes.....Kyune to Lynn

Westward freight trains handling coal or ore when handled by steam locomotive or diesel-electric locomotive with dynamic brake inoperative must not use less than:

38 minutes.....Soldier Summit to Gilluly
19 minutes.....Gilluly to Detour
20 minutes.....Detour to Narrows
25 minutes—Narrows to Thistle

Westward freight trains of coal and ore when handled by diesel-electric locomotive having dynamic brake operative on entire locomotive must not use less than:

50 minutes.....Soldier Summit to Detour

and will not exceed a speed of 17 miles per hour Soldier Summit to Detour.

Westward freight trains handling more than two cars of coal or ore, and when handled by Diesel-electric locomotive with dynamic brake operative on entire locomotive, more than 10 cars of coal or ore in open top equipment, will be restricted to coal and ore speed between Soldier Summit and Thistle.

Westward freight trains consisting of only light loads or light loads and empties must not use less than:

28 minutes.....Soldier Summit to Gilluly
47 minutes.....Gilluly to Thistle

10-B. City ordinance speed limits as follows:

| STATION | Miles per Hour |
|---|---------------------------------|
| Helper | 35 |
| Springville | 30 |
| Provo | 30 |
| American Fork | 30 |
| Lehi | 30 |
| Midvale | 35 |
| Mt. Pleasant | 12 |
| Murray | 30, crossings 20 miles per hour |
| Salt Lake City, 9th So. to 8th No. Streets | 25 |
| Ogden Passenger | 30 |
| Ogden Freight | 15 |

11. Company surgeons are located as follows:

| Name | Location | Name | Location |
|--|-----------------|---|-----------------|
| E. A. Hinds, Chief Surgeon | Denver | G. S. Diument | Bountiful |
| M. C. Lindem, Asst. Chief Surgeon | Salt Lake City | Geo. W. Buchanan | Farmington |
| Name | Location | Name | Location |
| A. R. Demman..... | Helper | N. Z. Tanner..... | Layton |
| M. B. Jensen..... | Castle Gate | R. C. Peterson..... | Clearfield |
| J. L. Weller..... | Clear Creek | Clark L. Rich..... | Ogden |
| Clair W. Judd..... | Springville | R. W. Pugmire, Oculist and Aurist..... | Ogden |
| W. G. Biesinger..... | Springville | K. O. Nielson..... | Heber |
| M. W. Steward..... | Payson | S. B. Rigby..... | Fairview |
| Jesse J. Weight..... | Provo | H. S. McQuarrie..... | Ephraim |
| Chas. M. Smith..... | Provo | Lucien Sears..... | Manti |
| W. T. Hasler, Oculist and Aurist..... | Provo | R. E. Noyes..... | Salina |
| G. S. Richards..... | American Fork | Thomas D. Baird..... | Salina |
| E. Eddington..... | Lehi | T. R. Gledhill..... | Richfield |
| Oscar J. Graham..... | Midvale | H. A. Dewey..... | Richfield |
| W. B. Wilkinson..... | Murray | W. W. Miles..... | Richfield |
| B. V. Palmer, Oculist..... | Salt Lake City | K. L. Jenkins..... | Marvsvale |
| E. V. Long..... | Salt Lake City | Dean C. Rigby..... | Moroni |
| C. W. Sorenson..... | Salt Lake City | H. S. Holmes..... | Eureka |
| J. J. Galligan..... | Salt Lake City | R. G. Frasier..... | Bingham Canyon |
| Woodrow Nelson..... | Salt Lake City | | |
| F. H. Raley, Oculist..... | Salt Lake City | | |
| J. A. Cleary, Ear, Nose and Throat..... | Salt Lake City | | |

11-A. Hospitals are located as follows:

St. Marks and Holy Cross.....Salt Lake City
 Dee Memorial.....Ogden
 St. Benedicts.....Ogden

11-B. PROMPT TELEGRAPHIC REPORT (Form 3884) MUST BE MADE OF ALL ACCIDENTS.

In the event Form 3884 cannot be furnished without unduly delaying the train, a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given: Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or pullman passenger with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

- Forms 3918-3922—All personal injuries and all crossing accidents.
- Form 4009—When accident occurs on train to be filled out by passengers.
- Form 4012—Inspection of Equipment (Mechanical Dept.).
- Form 4119—Fire Report (Section Foreman).
- Form 3511—Stock Struck Report (Enginemen).
- Form 4117—Stock Report (Section Foremen).

11-C. SURGICAL ATTENTION.—(Passengers and Employes): Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and if seriously injured calling the nearest competent surgeon to be had, until the Company's surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others): When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company, except the emergency attention above noted.

11-D. Parties calling surgeons should explain as fully as possible the nature of the injuries, so that the surgeon may know what equipment to bring with him.

CONDITIONAL FLAG STOPS

12. No. 7 will stop at any station to discharge pay passengers from Denver, Colorado Springs and Pueblo.

No. 8 will stop at any station to pick up pay passengers for Denver, Colorado Springs and Pueblo.

13. SPRING SWITCHES

| Miles from Denver | Location Spring Switches | Normal Position |
|-------------------|--------------------------------------|---------------------|
| 625.3 | Helper-East end Independent lead | Main Track |
| 627.4 | Helper-Westward lead Kenilworth Jct. | Westward Main Track |
| 634.8 | Nolan-Inside switch east end siding | Eastward Main Track |
| 634.8 | Nolan-East end siding | Eastward Main Track |
| 635.7 | Nolan-West end siding | Westward Main Track |
| 638.9 | Kyune-East end siding | Eastward Main Track |
| 640.0 | Kyune-West end siding | Westward Main Track |
| 650.3 | Soldier Summit Crossover | Eastward Main Track |
| 650.4 | Soldier Summit Crossover | Crossover |
| 650.4 | Soldier Summit east end siding | Eastward Main Track |
| 651.8 | Soldier Summit Crossover | Westward Main Track |
| 656.2 | Scenic-East end siding | Eastward Main Track |
| 661.4 | Gilluly-West end siding | Westward Main Track |
| 665.0 | Detour-East end siding | Eastward Main Track |
| 671.6 | Narrows-East end siding | Eastward Main Track |
| 672.7 | Narrows-West end siding | Westward Main Track |
| 675.9 | Rio-East end siding | Eastward Main Track |
| 681.5 | Thistle-West end siding | Westward Main Track |
| 740.7 | East Roper | Eastward Main Track |
| 780.2 | Transfer-New Lead | Main Track |

DUAL CONTROLLED SPRING SWITCHES

| | | |
|-------|-------------------------------|------------------------|
| 625.6 | Helper | Independent Lead |
| 625.7 | Helper | Independent Lead |
| 650.4 | Soldier Summit East Yard Lead | Safety Derailing Track |
| 651.8 | Soldier Summit "Tail Track" | "Tail Track" |

13-A. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

| Miles from Denver | | Miles from Denver | | Miles from Denver | |
|-------------------|-----------|-------------------|-----------|-------------------|-----------|
| Denver | Points | Denver | Points | Denver | Points |
| 626.0 | Trailing. | 656.1 | Facing. | 682.3 | Facing |
| 626.6 | Trailing. | 657.3 | Trailing. | 685.0 | Trailing. |
| 627.0 | Facing. | 660.2 | Facing. | 688.6 | Trailing. |
| 628.8 | Trailing. | 660.2 | Trailing. | 688.6 | Facing. |
| 629.6 | Facing. | 661.8 | Trailing. | 695.7 | Trailing. |
| 630.1 | Trailing. | 661.8 | Facing. | 695.7 | Facing. |
| 630.6 | Trailing. | 665.0 | Facing. | 699.2 | Facing. |
| 631.2 | Facing. | 666.1 | Trailing. | 699.9 | Trailing. |
| 631.8 | Trailing. | 671.6 | Trailing. | 700.9 | Trailing. |
| 644.7 | Trailing. | 672.7 | Facing. | 701.0 | Facing. |
| 645.3 | Facing. | 675.9 | Facing. | 707.1 | Trailing. |
| 650.3 | Trailing. | 677.1 | Trailing. | 707.1 | Facing. |
| 650.8 | Facing. | 680.0 | Facing. | 734.0 | Facing. |
| 651.2 | Facing. | 680.7 | Facing. | 735.9 | Trailing. |
| 651.6 | Trailing. | 681.0 | Trailing. | 740.8 | Facing. |
| 651.8 | Facing. | 682.3 | Trailing. | 742.5 | Facing. |

14. Water Tanks or Cranes between Stations: Sub-Division 6, located Mill Fork, M. P. 669.8.

15. The following are auxiliary lines (see rules 14-T and 14-U):
 Kenilworth Jct.-Sub-Division 6-A ProvoSub-Division 6-G
 Spring CanyonSub-Division 6-I
 Jct.Sub-Division 6-B MidvaleSub-Division 6-J
 ColtonSub-Division 6-C WelbySub-Division 6-K
 ThistleSub-Division 6-D DaltonSub-Division 6-L
 SpringvilleSub-Division 6-E Provo Jct.Sub-Division 6-H
 PearlSub-Division 6-E RoySub-Division 7-A

16. Headlights of diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with operating rules 17-B and 17-C.

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employes to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected, the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

Tracks not Shown as Stations in Time-Table

| NAME | Station Numbers | Mile | Car Capacity | Switch Connection | NAME | Station Numbers | Mile | Car Capacity | Switch Connection |
|--|-----------------|-------|--------------|-------------------|------------------------------------|-----------------|-------|--------------|-------------------|
| SUB-DIVISION 6 | | | | | SUB-DIVISION 6-G | | | | |
| Kenilworth Junction..... | 9030 | 627.4 | Yard | West | North Provo..... | 9508 | 1.7 | 14 | E. & W. |
| Lynn..... | 9047 | 631.9 | 130 | East | Provo Pressed Brick Works..... | | 2.1 | 15 | West |
| Mill Fork..... | 9064 | 669.9 | 11 | West | SUB-DIVISION 6-H | | | | |
| Ironton { Republic Creosoting Co. Columbia Steel Co. Pacific States Cast Iron Pipe Co. } | 9308 | 698.2 | Yard | E. & W. | Lakeview..... | 9555 | 2.0 | 5 | East |
| Knudsen..... | | 702.4 | 12 | East | SUB-DIVISION 6-J | | | | |
| Scalley..... | 9315 | 704.6 | 21 | East | U. S. Smelter..... | 9332 | 0.5 | Yard | West |
| Wing..... | 9330 | 712.3 | 18 | E. & W. | West Jordan Milling Co..... | 9622 | 0.9 | 8 | West |
| Lehi Industry Track..... | 9324 | 717.0 | 33 | E. & W. | Hannum..... | 9623 | 3.7 | 6 | East |
| Gravel (Disconnected)..... | | 721.4 | 40 | East | Robbe..... | 9634 | 9.5 | 2 | East |
| Stewart (Disconnected)..... | 9331 | 726.4 | 7 | West | Kennecott Corp'n. Interchange..... | 9630 | 11.9 | Yard | East |
| Smelter..... | 9336 | 737.4 | 92 | E. & W. | SUB-DIVISION 6-K | | | | |
| Fire Clay, Westward Track..... | 9340 | 739.0 | 27 | East | Bacchus Spur..... | 9672 | 6.1 | Yard | West |
| Dunford, Westward Track..... | 9456 | 740.6 | 10 | East | Sands Spur..... | 9681 | 15.3 | Yard | West |
| Sugar House Spur (Roper to Le Grand)..... | | 742.5 | Yard | West | Utah Refinery..... | 9679 | 15.3 | Yard | East |
| SUB-DIVISION 6-C | | | | | SUB-DIVISION 6-L | | | | |
| Monay Coal Co..... | 9156 | 13.8 | 22 | West | Snyder..... | 9629 | 2.5 | 4 | West |
| SUB-DIVISION 6-D | | | | | U. S. Trap..... | 9627 | 2.9 | 7 | West |
| Moroni Spur..... | | 52.8 | Yard | East | SUB-DIVISION 7 | | | | |
| Gunnison Sugar Factory..... | 9254 | 75.0 | Yard | West | Elliott..... | 9822 | 751.3 | 10 | East |
| Ivie—Mill Spur..... | 9270 | 90.2 | 12 | West | Brown's Spur..... | 9825 | 754.2 | 8 | East |
| Ivie—Beet Spur..... | 9270 | 90.3 | 17 | East | Valencia..... | 9826 | 755.2 | 12 | East |
| Bastian..... | 9273 | 94.9 | 9 | East | Kaysville..... | 9834 | 764.4 | 40 | West |
| Gurr (Jumbo Mill Spur)..... | 9276 | 97.1 | 9 | West | Layton Sugar Works..... | 9842 | 768.0 | 150 | West |
| Jumbo Mill..... | 9276 | 97.6 | Yard | West | Gifford..... | 9850 | 773.7 | 20 | E. & W. |
| Gramse..... | 9282 | 101.6 | 40 | E. & W. | Ogden Sugar Works..... | | 779.5 | 146 | East |
| Silver..... | 9287 | 107.4 | 10 | East | Evona..... | 9884 | 779.9 | 30 | East |
| SUB-DIVISION 6-E | | | | | SUB-DIVISION 7-A | | | | |
| Spanish Fork Sugar Factory..... | 9409 | 5.1 | 93 | E. & W. | Hooper Sugar Works..... | 9872 | 3.5 | 99 | West |
| Leland..... | 9416 | 6.1 | 7 | West | Hooper Canning Works..... | 9874 | 3.6 | 21 | West |
| Keigley..... | 9421 | 16.0 | Yard | E. & W. | | | | | |
| Lant..... | 9430 | 23.0 | 16 | West | | | | | |
| Saddle..... | 9450 | 36.0 | 12 | E. & W. | | | | | |
| Eagle and Blue Bell Mine..... | 9454 | 37.9 | 14 | West | | | | | |
| Gemini Mine..... | 9460 | 38.2 | 50 | West | | | | | |
| Chief Con. Mine..... | 9464 | 38.4 | 60 | West | | | | | |
| Godiva (Eagle and Blue Bell Spur)..... | | 0.7 | 30 | East | | | | | |

SIGNAL MAINTAINERS

| Headquarters | Signal District | |
|----------------|-----------------|----------|
| | From | To |
| Helper | ABS 6246 | ABS 6441 |
| Soldier Summit | ABS 6441 | ABS 6650 |
| Thistle | ABS 6649 | ABS 6885 |
| Provo | ABS 6885 | ABS 7198 |
| Midvale | ABS 7197 | ABS 7359 |
| Salt Lake City | ABS 7559 | ABS 7504 |
| Clearfield | ABS 7505 | ABS 7812 |

LOCATION WAYSIDE RADIO STATIONS

Helper
Soldier Summit
Thistle
Provo Yard
Salt Lake City—Chief Dispatcher

LOCAL WATCH INSPECTORS

| Name | Location |
|--------------------------|----------------|
| L. C. Packer & Son.. | Ogden |
| H. B. Miller & Co..... | Salt Lake City |
| G. H. Heindselman.. | Provo |
| Woody Jewelry Store..... | Helper |