



**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE

OF THE
UTAH DIVISION

No.

6

EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME
SUNDAY, MAY 15, 1966

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

JOHN AYER, JR.
Vice President - Operations

C. V. COLSTADT
Chief Transportation Officer

R. E. DAVIS
Superintendent

In case of emergency, at night when Salt Lake City switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

Location and Office	Number
Salt Lake City, Chief Dispatcher.....	322-2079
Roper, Yard Office.....	322-2307
Roper, Master Mechanic.....	322-3839
Helper, Yard Office.....	472-5871
Grand Junction, Dispatcher.....	242-5153
Grand Junction, East Yard.....	242-3893

RADIO REPAIR SHOPS: Grand Jct and Roper

SIGNAL MAINTAINERS

	Signal District	
	From	To
Grand Junction	ABS 4449	ABS 4613
Mack	ABS 4613	ABS 4888
Cisco	ABS 4888	ABS 5288
Green River	ABS 5288	ABS 5823
Price	ABS 5823	ABS 6257
Helper	ABS 6257	ABS 6501
Thistle	ABS 6501	ABS 6886
Provo	ABS 6886	ABS 7273
Midvale	ABS 7273	ABS 7434
Salt Lake City.....	ABS 7434	ABS 7798

LOCAL WATCH INSPECTORS

Name	Location
Parsons Jewelers.....	Grand Junction
McKnight Bros.....	Delta
G. J. DeVinny.....	Montrose
Woody Jewelry Store.....	Helper
G. H. Heindselman.....	Provo
H. B. Miller & Co.....	Salt Lake City
L. C. West & Sons.....	Ogden

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

Speed	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage begins
5 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS!**

Condensed Freight Train Schedules (For information only)

STATIONS	EASTWARD										WESTWARD																																
	52	36	48	44	42	34	58	54	75	77	99	95	81	97	89	83	87	87	81	95	99	77	75																				
Ogden.....	800P		330P	700A	600A	340A	1230A	815P	815P	815P	1130A	500A	1130A	1235A	1050P	650P	650P	555P	540P	250P	1135A	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Roper.....	915P	600P	435P	900A	800A	500A	135A	700P	700P	700P	1000A	400A	1000A	1140P	930P	555P	555P	540P	800P	455P	130P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Helper.....	930P	905P	450P	905P	350P	800A	145A	500P	500P	500P	850A	330A	850A	835P	800P	515P	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Grand Jct.....	200A	1240A	1210A	1015P	1000P	1115A	855A	830A	830A	330A	220A	900P	900P	950P	130P	1130A	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Minturn.....	700A	6-830A	6-130A	6-140A	8-1210A	6-1120A	6-1010A	800A	800A	150A	210A	855P	855P	920P	125P	1130A	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Salida.....	8-835A	8-200A	8-140A	6-100A	6-1230A	8-1120A	8-1015A	800A	800A	150A	210A	855P	855P	920P	125P	1130A	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Pueblo.....	535A	535A	525A	715A	745A	6-1030A	155P	420A	420A	1010P	610P	300P	300P	520P	530P	130P	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Bond.....	820A	820A	820A	1225P	145P	520P	430P	1210A	1210A	610P	300P	300P	300P	520P	530P	130P	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
North Yard..	415P	415P	415P	820A	145P	520P	430P	1210A	1210A	610P	300P	300P	300P	520P	530P	130P	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P
Delivered to Connection	700P	930A	930A	1000A	530P	700P	Q 700P	WP 600P	WP 600P	WP 100P	WP 500P	WP 1030A	WP 430A	WP 800A	WP 1120P	WP 640P	250P	250P	800A	455P	125P	1130A	1135A	1130A	1130A	1000A	400A	330A	400A	800A	420A	610P	300P	900P	1210A	900P	430P	700P	140P	600P	Q 700P	RI 600P	MP 800P

4 WESTWARD

EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 5 Stations	Capacity of Siding	FIRST CLASS	
17 California Zephyr	7 Prospector					18 California Zephyr	8 Prospector
Leave Daily	Leave Daily			TIME-TABLE No 6		Arrive Daily	Arrive Daily
May 15, 1966							
4 00PM	1 25AM	5000	449.6	2 Ma. Trk. GRAND JCT R	Yard	11 43AM	11 45PM
		2802	451.7		2.1 DURHAM	96	
		2806	456.9	5.2 RHONE	103		
		2808	460.5	3.6 FRUITA W	129		
		2812	468.9	8.4 MACK	148		
		2816	473.1	4.2 RUBY	145		
		2818	478.0	4.9 SHALE	85		
		9920	483.3	5.3 UTALINE	116		
		9922	488.4	5.1 WESTWATER	98		
		9926	498.1	9.7 AGATE	150		
		9928	504.4	6.3 CISCO WY	91		
		9930	510.5	6.1 WHITE HOUSE	123		
		9932	515.6	5.1 ELBA	104		
		9934	520.7	5.1 SAGERS	149		
x 5 20	s 2 50	9938	528.1	7.4 THOMPSON WY	137	x 10 20	s 10 20
		9940	533.8	5.7 BRENDEN J	96		
		9942	540.4	6.6 FLOY	112		
		9944	546.9	6.5 SOLITUDE	150		
	s 3 20	9950	555.2	8.3 GREEN RIVER Y	N133		s 9 45
		9903	561.5	6.3 SPHINX	S 98		
		9904	567.6	6.1 DESERT	115		
		9906	574.2	6.6 CLIFF	115		
		9908	581.4	7.2 WOODSIDE	123		
		9910	586.6	5.2 GRASSY	118		
		9912	593.1	6.5 CEDAR W	114		
		9914	599.3	6.2 VERDE	98		
		9916	603.2	3.9 MOUNDS J	111		
		9921	611.1	7.9 EAST WELLINGTON	185		
		9922	613.0	1.9 WELLINGTON	117		
	s 4 40	9926	619.1	6.1 PRICE WY	E120		8 35
		9928	622.1	3.0 MAXWELL	W 81		
		9932	626.4	4.3 HELPER DNRBK	114		
7 05PM	4 55AM	9032	626.4		Yard	8 38AM	8 20PM
Arrive Daily	Arrive Daily			(176.8)		Leave Daily	Leave Daily

WESTWARD

EASTWARD 5

FIRST CLASS		Station Numbers	Mile Posts	Capacity of Siding	Sub-Division 6 Stations	FIRST CLASS	
17 California Zephyr	7 Prospector					18 California Zephyr	8 Prospector
Leave Daily	Leave Daily				TIME-TABLE No 6	Arrive Daily	Arrive Daily
May 15, 1966							
7 08PM	5 00AM	9032	626.4	Yard	HELPER DNRBK 2.4 UTAH RY. JCT. J 1.6 CASTLE GATE 8.5 KYUNE W 5.5 COLTON WY 7.0 SOLDIER SUMMIT WY 9.6 GILLULY W 4.6 DETOUR 6.6 NARROWS 4.3 RIO 4.4 THISTLE DNRBFJKSWY W14.9 E15.9 SPRING- VILLE J 3.1 U.P. CROSSING 2.2 PROVO RDNRBFJKSWY 4.6 U.P. CROSSING 1.5 GENEVA 1.2 PIPE MILL 5.3 AMERICAN FORK 6.6 MESA 8.3 RIVERTON 4.6 ENDOT 1.7 MIDVALE DJWY 5.8 EAST ROPER 1.8 ROPER DNRBK 1.7 U.P. CROSSING 0.9 SALT LAKE CITY BK	8 35AM	8 15PM
		9038	628.8	W72			
		9044	630.4	Yard			
		9050	638.9	102			
		9054	644.4	Yard			
		9056	651.4	W152 E156			
8 08	6 00	9060	661.0	150			
8 16	6 10	9062	665.6	E103		7 23	7 00
8 25	6 20	9066	672.2	E116		7 14	6 50
8 33	6 28	9068	676.5	E108		7 05	6 42
8 39	s 6 35	9070	680.9	W145 E123		6 58	s 6 35
8 55	f 6 50	9302	695.8			6 41	f 6 16
			698.9				
s 9 05	s 7 05	9310	701.1	Yard E107		s 6 35	s 6 10
			705.7				
		9317	707.2				
		9319	708.4				
		9321	713.7	175			
		9325	720.3	150			
		9328	728.6	130			
		9329	733.2				
		9332	734.9	Yard E143			
9 45	7 48	9350	740.7				
9 47	7 50	9350	742.5	Yard		5 51	5 21
			744.2				
10 00PM	8 00AM	6000	745.1	Yard		5 45AM	5 15PM
Arrive Daily	Arrive Daily					Leave Daily	Leave Daily
					Eastward 119.7 Westward 118.7		

Nos. 7 & 17 are superior to Nos. 8 & 18 East Roper to Salt Lake City.

Schedule and train order time for trains at Provo apply at passenger station.

Schedule and train order time for westward trains at East Roper apply at "End of CTC" sign.

In addition to CTC territory shown in Station column Sub Div 6, trains also operate by CTC, where designated by signs, on Westward Main Track East end Thistle and on Eastward Main Track West end Thistle.

Two main tracks between Gilluly and Springville and Eastward main track between Springville and Provo signaled for movement with current of traffic only.

Two main tracks at all other locations are signaled for normal and reverse movements.

Station Numbers	Mile Posts	Sub-Division 7 Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
6000	745.1	SALT LAKE CITY BK 0.4	Yard
.....	745.5	GRANT TOWER.....	.....
9816	750.9	5.4 NORTH SALT LAKE..... D	.....
9824	753.9	3.0 WOODS CROSS.....	150
9840	767.6	13.7 LAYTON.....	47
9847	770.8	3.2 CLEARFIELD..... DN	115
.....	771.3	0.5 U. P. CROSSING.....	.....
9854	775.1	3.8 ROY..... J	70
9886	781.1	6.0 TRANSFER DNRB	Yard
9886	782.0	0.9 OGDEN.....	.....

SUNNYSIDE BRANCH

Station Numbers	Miles from Mounds	Sub-Division 5-A Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9106	17.5	SUNNYSIDE..... RDFSUY 4.3	Yard
9104	13.2	COLUMBIA JCT..... JY 7.4	120-120
9101	5.8	BANNING.....	85
9016	.....	5.8 MOUNDS..... JY	Yard

Automatic Block Signals..... Mounds-MP 1.3

CANE CREEK BRANCH

Station Numbers	Miles from Brendel	Sub-Division 5-B Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9943	35.8	POTASH.....	.....
9941	28.5	7.3 EMKAY.....	10
9939	21.3	7.2 SEVEN MILE.....	.....
9940	.....	21.3 BRENDDEL..... J	.....

SPRING CANYON BRANCH

Station Numbers	Miles from Spring Canyon Junction	Sub-Division 6-B Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9136	7.2	MUTUAL.....	.....
9134	6.2	1.0 LATUDA.....	.....
9130	5.0	1.2 SPRING CANYON.....	.....
9034	.....	5.0 SPRING CANYON JCT.....	.....

PLEASANT VALLEY BRANCH

Station Numbers	Miles from Colton	Sub-Division 6-C Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9170	21.1	CLEAR CREEK.....	.....
9156	15.2	5.9 SCOFIELD.....	.....
9054	.....	15.2 COLTON..... J	Yard

Station Numbers	Miles from Thistle	Sub-Division 6-D Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9297	132.2	MARYSVALE.....	Yard
9294	120.6	11.6 SEVIER.....	16
9292	116.5	4.1 JOSEPH.....	24
9291	111.7	4.8 ELSINORE.....	23
9289	110.0	1.7 NIBLEY.....	55
9288	108.7	1.3 CENTRAL.....	15
9284	103.7	5.0 RICHFIELD.....	Yard
9279	100.1	3.6 KEMA.....	30
9275	96.3	3.8 SIGURD.....	34
9271	92.2	4.1 AURORA.....	51
9262	86.4	5.8 SALINA DBFKWY	Yard
9260	82.5	3.9 REDMOND.....	9
9259	79.2	3.3 AXTELL.....	18
9256	75.0	4.2 SPEARMINT.....	38
9254	72.9	2.1 GUNNISON.....	26
9252	66.3	6.6 STERLING.....	17
9251	60.8	5.5 MANTI..... Y	Yard
9228	53.4	7.4 EPHRAIM..... DY	Yard
9227	52.5	0.9 WEST EPHRAIM.....	61
9216	38.6	13.9 MT. PLEASANT.....	17
9214	32.0	6.6 FAIRVIEW.....	19
9209	23.3	8.7 HILL TOP.....	28
9206	14.8	8.5 INDIANOLA.....	23
9070	.....	14.8 THISTLE DNBFKSWY	Yard

TINTIC BRANCH

Station Numbers	Miles from Springville	Sub-Division 6-E Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9475	39.1	EUREKA.....	Yard
9458	38.1	1.0 KNIGHTVILLE..... Y	17
9435	27.5	10.6 PEARL..... JY	8
9421	16.0	11.5 KEIGLEY.....	Yard
9420	15.4	0.6 SANTAQUIN.....	35
9418	10.8	4.6 PAYSON.....	28
9408	3.8	7.0 SPANISH FORK.....	23
9302	.....	3.8 SPRINGVILLE..... J	Yard

GOSHEN VALLEY

8 WESTWARD ▼ BRANCH ▲ EASTWARD

Station Numbers	Miles from Pearl	Sub-Division 6-F Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9439	6.5	DIVIDEND.....	16
9437	3.8	FLOA..... 2.7	
9438	6.3	IRON KING..... 2.5	9
9437	6.1	EUREKA STANDARD..... 0.2	19
9436	4.9	BURGIN..... 1.2	18
9437	3.8	FLOA..... 1.1	
9435		PEARL..... 3.8	8

PROVO CANYON BRANCH

Station Numbers	Miles from Provo	Sub-Division 6-G Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9544	27.9	HEBER..... 3.7	Yard
9542	24.2	CHARLESTON..... 7.0	13
9541	17.2	WALLSBURG..... 17.2	24
9310		PROVO..... RDNBFJKOY	Yard

OREM BRANCH

Station Numbers	Miles from Provo Jct.	Sub-Division 6-H Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9570	6.2	OREM..... 1.4	Yard
9564	4.8	SNOW..... 4.8	Yard
9313		PROVO JCT..... J	Yard

BINGHAM BRANCH

Station Numbers	Miles from Midvale	Sub-Division 6-J Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9632	11.9	COPPERTON..... 4.4	
9626	7.5	DALTON..... 2.4	15
9624	5.1	WELBY..... 3.1	47
9622	2.0	WEST JORDAN..... 2.0	23
9332		MIDVALE..... DJWY	Yard

GARFIELD BRANCH

Station Numbers	Miles from Welby	Sub-Division 6-K Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9676	12.8	MAGNA..... 6.8	
9670	6.0	KEARNS..... 6.0	9
9624		WELBY..... JY	47

LARK BRANCH

Station Numbers	Miles from Dalton	Sub-Division 6-L Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9628	5.5	LARK..... DALTON	Yard

HOOPER
WESTWARD ▼ BRANCH ▲ EASTWARD 9

Station Numbers	Miles from Roy	Sub-Division 7-A Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
9876	4.0	HOOPER..... 2.9	
9864	1.1	BARTON..... 1.1	30
9854		ROY..... J	

MONTROSE BRANCH

Station Numbers	Mile Posts	Sub-Division 16 Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
2650	351.5	MONTROSE..... 5.4	Yard
2644	356.9	ROE..... 5.3	15
2638	362.2	OLATHE..... 5.3	15
2634	367.5	CHIPETA..... 5.3	23
2630	372.8	DELTA..... 4.7	Yard
2624	377.5	ROUBIDEAU..... 13.5	60
2616	391.0	DOMINGUEZ..... 6.7	38
2614	397.7	BRIDGEPORT..... 14.1	89
2608	411.8	WHITEWATER..... 12.5	38
5000	424.3	GRAND JCT..... DNBBJK	Yard

NORTH FORK BRANCH

Station Numbers	Mile Posts	Sub-Division 16-A Stations TIME-TABLE No. 6 May 15, 1966	Capacity of Siding
2740	415.3	SOMERSET..... 9.4	Yard
2728	405.9	PAONIA..... 8.1	26
2718	397.8	HOTCHKISS..... 5.3	21
2714	392.5	ROGERS MESA..... 7.0	62
2712	385.5	PAYNE..... 4.6	28
2710	380.9	AUSTIN..... 1.1	14
2708	379.8	SAXTON..... 7.0	59
2630	372.8	DELTA..... DBJKWY	Yard

Tracks Not Shown as Stations in Time-Table

Name	Mile Post	Station Numbers	Car Capacity	Switch Connection
Sub-Division 5				
Gilsonite.....	463.8	2809	65	E. & W.
Loma.....	465.2	2810	40	E. & W.
Sub-Division 5-A				
Dragerton.....	14.2	9105	10	E. & W.
Sub-Division 5-B				
.....	10.3	.....	12	E. & W.
.....	18.3	.....	12	E. & W.

Name	Mile Post	Station Numbers	Car Capacity	Switch Connection
Sub-Division 6				
Kenilworth Junction	627.4	9030	Yard	West
Lynn, Eastward Track	632.5	9047	70	E. & W.
Mill Fork, Westward Track	669.9	9064	11	West
Gomex, Westward Track	688.6	9078	Yard	East
Sutro, Eastward Track	690.7	9082	71	E. & W.
Ironton—Columbia Steel Co.	698.2	9308	Yard	E. & W.
Gatex, Eastward Track	704.2	9316	Yard	East
Scalley, Eastward Track	704.6	9315	21	East
Pipe Mill Spur	710.1	9324	94	West
Lehi	717.0	9324	4	East
Nash	722.8	9326	195	West
Sampler, Westward Track	737.4	9336	92	E. & W.
Murray, Eastward Track	738.4	9336	Yard	East
Fire Clay, Westward Track	739.0	9340	27	East
Sugar House	742.5	9710	Yard	West
Sub-Division 6-D				
Moroni Spur	52.8	9234	Yard	East
Larsen	9.3	9231	Yard	East
Gunnison Sugar Factory	75.0	9254	Yard	West
Ivie—Mill Spur	90.2	9270	12	West
Ivie—Beet Spur	90.3	9270	17	East
Jumbo Mill	97.6	9276	Yard	West
Gramse	101.6	9282	40	E. & W.
Silver	107.4	9287	14	East
Sub-Division 6-E				
Spanish Fork Sugar Factory	5.1	9409	93	E. & W.
Townsend	17.3	9423	13	E. & W.
Elberta	25.1	9432	20	E. & W.
Eagle and Blue Bell Mine	37.9	9454	14	West
Chief Con. Mine	38.4	9464	60	West
Godiva (Eagle and Blue Bell Spur)	0.7	9456	30	East
Goshen	22.1	9428	6	East
Sub-Division 6-G				
12th North Provo	1.9		12	E. & W.
Provo Pressed Brick Works	2.1	9508	15	West
Hale	5.8	9512	10	E. & W.
Sub-Division 6-H				
Lakeview	2.0	9555	5	East
Curtis	3.8	9558	2	East
Lincoln	4.2	9561	9	West
Sub-Division 6-J				
U. S. Smelter	0.5	9332	Yard	West
Kennecott Corp. Interchange	11.9	9630	Yard	East
Sub-Division 6-K				
Bacchus Spur	6.1	9672	Yard	West
East Magna Spur	10.7	9674	8	East
Sub-Division 6-L				
Robbe Spur	1.7	9634	Yard	East
Snyder	3.5	9629	9	E. & W.
Sub-Division 7				
Fry	752.8		10	East
Farmington	760.6	9826	28	East
Layton Sugar Works	768.0	9842	90	West
Ogden Sugar Works	779.5		Yard	East
Evona	779.9	9884	30	East
Sub-Division 7-A				
Hooper Sugar Works	3.5	9872	99	West
Hooper Canning Works	3.6	9874	21	West
Sub-Division 16				
Colorado Core Co. Spur	353.2		6	East
Meade Lumber Spur	353.5	2648	4	West
Huff	385.9	2617	12	E. & W.
Broughton	392.2	2613	10	E. & W.
Peoples	394.0	2615	10	E. & W.
Ridgeway Spur:				
Vernal	358.5	2652	42	E. & W.
Ridgeway	377.1	2664	Yard	Yard
Sub-Division 16-A				
Beet Track	374.0	2702	20	E. & W.
Saunders	377.3	2704	6	E. & W.
Girling	393.3	2716	7	East
White	393.4	2716	9	West
Hotchkiss Spur	398.7		9	West
Hadley	404.5	2726	12	E. & W.
Roberts	407.2	2730	8	East
Juanita Jct.	412.0	2738	50	East
Bear Mine	416.6	2742	Yard	Yard
Hawksnest	417.0	2744	12	E. & W.
Oliver	417.4	2744	Yard	E. & W.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THERewith

SUPERIORITY AND MOVEMENT OF TRAINS

1. EXCEPT AS OTHERWISE PROVIDED, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

CLEARANCES

2. There are no train order signals at **Delta** or **Salina**. Westward trains must not leave **Salina** without Clearance unless otherwise provided.

2-A. Trains may leave the following stations without Clearance:

Sub-Division	Station	Remarks
5	Grand Junction West Yard or Passenger station	When verbally authorized by train dispatcher.
16, 16-A	Delta	When no operator on duty.
5, 6	Helper	Trains turning in CTC territory.
6	Provo	Originating trains turning in CTC territory.
6-J	Midvale	Eastward and Westward trains Subdivision 6-J when no operator on duty.
6-K	Welby	Eastward and Westward trains Subdivision 6-K.
6	Roper	Trains turning in CTC territory.

TRAIN REGISTERS

3. **Thistle** and **Provo** are register stations for originating and terminating trains and helper loco's. First class trains will be shown on the train register at these stations by the Train Dispatcher through the Operator.

3-A. At **Helper**, regular first class trains will register with register ticket.

3-B. Trains on Subdivisions 6 and 7 arriving at and departing from **Salt Lake City** will be registered at **Roper** by the Train Dispatcher through the Operator. These trains will not require a check of train register **Roper**.

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

Freight Trains, Sub-Division 7, will register at **Roper**.

3-C. Train order register check, Form T, or time on first class trains, Train Order Form E, will be issued to Yardmaster **Roper** after which trains, yard and light locomotives may occupy main track between **East Roper** and **Salt Lake City** on verbal authority of such Yardmaster.

4. YARD LIMITS

Grand Junction (Sub-Div 16 only)	Spearmint
Paonia-Somerset	Redmond
Delta-Montrose	Salina-Marysville
Brendel (Sub-Div 5-B only)-Potash	Springville (Sub-Div 6-E)-Eureka
Mounds (Sub-Div 5-A only)-Sunnyside	Pearl-Dividend-Iron King
Helper	Provo
Spring Canyon Junction-Mutual	Provo-Heber
Colton (Sub-Div 6-C)-Clear Creek	Provo Jct.-Orem
Narrows	Midvale (Sub-Div 6-J)-West Jordan
Thistle	Welby-Copperton
Fairview	Dalton-Lark
Mt. Pleasant	Kearns-Bacchus
Ephraim-West Ephraim	Welby-Magna
Manti	East Roper-Roper-Salt Lake City
Gunnison	Clearfield
	Roy-Hooper
	Ogden-Transfer

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

Subdivision	Location	Limits
5 and 6	Helper	ABS 6253, 6254—ABS 6273, 6274
6	Provo	Westward Main track. ABS 6999—ABS 7013W

4-B. Protection as prescribed by Operating Rule 99 is not required as follows:

Location	Limits	Trains
Grand Jct, West Yard	ABS 4487—ABS 4512	Freight Trains
Soldier Summit	ABS 6501—ABS 6522, 6520-W	Freight Trains

4-C. Trains originating or terminating at **Roper** may occupy main track at **Roper** on the time of first class trains and will be protected by train order if necessary.

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Trains averaging more than 80 actual tons per car will be considered "Coal" trains. These trains must not be operated in excess of 50 MPH.

5-A. From **Soldier Summit** to **Thistle** and from **Kyune** to **Helper**, passenger trains handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

5-B. Dynamic brake must not be used on more than five GP-30-35-40 units on the head end of a train.

Sunnyside Branch

5-C. Retainers: **Sunnyside to Columbia Junction.**

Less than 3-unit dynamic brake	Use retainers on all loaded cars in 20 pound position.
3-unit dynamic brake	Beginning at head end of train use retainers on 75% of loaded cars in 20 pound position.
More than 3-unit dynamic brake	Beginning at head end of train use retainers on 50% of loaded cars in 20 pound position.

On trains before departing **Sunnyside**, application and release test of air brakes must be made. This test will not be made until train brake system is charged to at least seventy-five pounds pressure, as indicated by caboose gauge or portable air gauge attached to hose coupling at rear end of rear car.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

On westward trains from **Columbia Junction**, if actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	1500 tons
SD-7, SD-9	2500 tons
GP-30, GP-35, GP-40.....	1700 tons

retainers on loaded cars in forward one-fourth of train will be used in 20 pound position. If dynamic brake is inoperative, retainers on loaded cars in forward one-half of train will be used in 20 pound position.

Car limits excluding caboose:

	Sunnyside to Columbia Junction	Columbia Junction to Mounds
1-unit SD-7, SD-9	60 cars	85 cars
2 or more units SD-7, SD-9.....	75 cars	115 cars
1-unit other types	40 cars	60 cars
2-units other types	60 cars	85 cars
3-units other types	70 cars	100 cars
4 or more units other types.....	75 cars	115 cars
Maximum per train	75 cars	115 cars

Standard brake pipe pressure on trains of empty cars **Helper to Sunnyside**, is 70 pounds.

Standard brake pipe pressure on trains **Sunnyside to Helper** is 90 pounds.

Engineman must know that feed valve on leading unit of locomotive is adjusted to 70 pounds before coupling to train at **Helper**, and adjusted to 90 pounds before coupling to train at **Sunnyside** or **Columbia Junction**.

Before making a terminal brake test on **Sunnyside Branch** trains at **Helper**, the train brake system must be charged to 60 pounds, as indicated by caboose gauge. Air Brake Rule 8-H is hereby modified accordingly.

Freight Trains—Soldier Summit to Helper

5-D. If actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	1200 tons	1300 tons
SD-7, SD-9	1700 tons	1900 tons
GP-30, GP-35, GP-40.....	1400 tons	1600 tons
Utah Ry-300 Series.....	1500 tons	1700 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

If dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars and in 10 pound position on other loaded cars and every other empty car.

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

Freight Trains—Soldier Summit to Thistle

5-E. If actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Train
F-7, GP-7, GP-9, F-9.....	1400 tons	1600 tons
SD-7, SD-9	2100 tons	2500 tons
GP-30, GP-35, GP-40.....	1500 tons	1700 tons
Utah Ry-300 Series.....	1600 tons	1800 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons. On "Coal" trains, place retainers in 20 pound position instead of 10 pound position on ore, rock, slag, coal and similar heavy loads.

If dynamic brake is inoperative, retainers will be used in 20 pound position on "Coal" trains, **Soldier Summit** to **Gilluly**, and in 10 pound position, **Gilluly** to **Thistle**. On "Other" trains, retainers will be used in 10 pound position on loaded cars and every other empty car. Inspection stop will be made at **Gilluly** and **Thistle**, and if consisting of coal, will also stop at **Narrows**.

Car limits on "Coal" trains, excluding caboose:

Less than 3-Unit Dynamic brake.....	90 cars
Three unit Dynamic brake	100 cars
More than 3-Unit Dynamic brake.....	110 cars

Subdivision 6-B

5-F. On descending grades **Mutual** to **Spring Canyon Junction**, retainers on all loads must be used in 20 pound position and on all empties in 10 pound position; 30 loads may be handled with one unit F-7 or F-9; 60 loads may be handled with one or more other type units or with two or more F-7 or F-9 units.

When one unit helper is used this unit is to remain coupled to rear of caboose on descending grade movement, **Mutual** to **Spring Canyon Jct**.

Before loads are pulled from mine tracks, an application and release test of air brakes must be made, then retainers on all cars placed in 20 pound position.

Test as prescribed by Air Brake Rule 9-B must be made after each cut of cars is coupled to train.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

Subdivision 6-C

5-G. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	900 tons
SD-7, SD-9	1300 tons
GP-30, GP-35, GP-40.....	1000 tons

beginning at head end of train, place ten retainers in 20 pound position, plus one retainer in 20 pound position for each additional 200 tons **Clear Creek** to **Scofield**. If dynamic brake is inoperative, the forward one-half of retainers will be used in 20 pound position **Clear Creek** to **Scofield** and forward one-third of retainers will be used in 20 pound position **Scofield** to **Colton**.

Subdivisions 6-E and 6-F

5-H. Not more than 30 loads may be handled on descending grades between **Knightville-Dividend-Iron King** and **Pearl**.

Retainers on all loads must be used in 20 pound position and on all empties in 10 pound position, **Knightville** to **Goshen**.

If dynamic brake is inoperative, Westward trains must stop at MP 30.8 to cool wheels and inspect train.

Retainers on all loads must be used in 20 pound position and on all empties in 10 pound position on descending grades **Goshen Valley Branch**. Trains from **Goshen Valley Branch** must stop at **Pearl** to cool wheels and inspect trains, if dynamic brake is inoperative.

Subdivision 6-G

5-I. From **MP 17** to **MP 15.6** the grade is two and one-half percent descending in the westerly direction. Retainers will be used when requested by engineman.

Subdivisions 6-J and 6-L

5-J. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	900 tons
SD-7, SD-9	1300 tons
GP-30, GP-35, GP-40.....	1000 tons

beginning at head end of train, place ten retainers in 20 pound position, plus one retainer in 20 pound position for each additional 100 tons **Lark-Copperton** to **Welby**.

If dynamic brake is inoperative, retainers on all loaded cars will be used in 20 pound position, **Lark-Copperton** to **Welby**.

**RAILROAD CROSSINGS AT GRADE, ABS, CTC
AND OTHER SIGNALS**

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

Sub-Div	MP	Tracks Governed	Remarks
6	698.9	D. & R. G. W. main tracks and U. P. switch tracks.	Semi-automatic color light signals. Each Road governed by own Rules and Special instructions. D&RGW movements to and from Ironton Steel plant will be made from West pass to Steel plant track through hand-throw switch normally lined, and locked for U.P. movement.
6	705.7	D. & R. G. W. main tracks and U. P. main track.	Automatic signals. Color light signals without derrails. Each road governed by own rules and special instructions.
6	744.2	D. & R. G. W. running tracks and U. P. Main track and	Automatic Interlocking. Color light signals. Each road governed by own rules and Special instructions. Time release and U. P. dispatcher's phone are located in box at crossing. If signal does not clear within 8 minutes after release is operated, trainman or engineman must notify dispatcher, and movement over crossing be governed by D&RGW Operating Rule 667. Indicator lights are provided inside housing for time release. Lights are designated as "U.P." and "D&RGW." When such indicator lights are illuminated, they will denote that signals on route designate stop. Trains or locomotives desiring to make reverse movement over crossing after having cleared the home signal limits will depress pushbutton in box on home signal and hold for 5 seconds, then release, in order to receive signal for movement over crossing.
6	744.2	D. & R. G. W. Main track and U. P. Main track.	
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 and 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 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.

Sub-div	MP	Tracks Governed	Remarks
7	748.9 750.4	D. & R. G. W. main track and U. P. switch tracks.	Semi-Automatic signal protection. Color light signals. Normal position of derrails and signals against U. P. Each road governed by own rules and special instructions. See instructions posted in phone booth. ABS governing movements from Standard Oil Spur, Cudahy Spur, and Ogden Sugar Works M.P. 779.5 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. Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D.&R.G.W. main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal. Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to U.P. track.
7	771.3	D. & R. G. W. main track and U. P. branch track.	Color light signals. U. P. trains stop. Normal position of derrails 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 derrails and signals against O. U. R. & D. See instructions for M.P. 748.9.
7	781.3	D. & R. G. W. main track and S. P. main track and O. U. R. & D. yard tracks.	Color light signals. Normal position of signals and derrails 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.
		13th South Salt Lake City	Color light signals and derrails on D. & R. G. W. Color light home and distant signals and no derrails on Union Pacific. Instructions for operation of derrails on D. & R. G. W. are posted inside of electric lock case.

6-A. Railroad crossings at grade not protected by signals:

Sub-Div	MP	Tracks Governed	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.
3rd West and Van Buren St., Salt Lake City		D. & R. G. W. spur and U.P. spur track.	The gates will normally be lined AGAINST the U.P. and FOR D.&R.G.W. movement. Signal will show green FOR approaching movement and red AGAINST approaching movement. D.&R.G.W. crews may use crossing without stopping provided it is seen to be clear. U.P. crews will stop and line for their movement if no D.&R.G.W. movement is in evidence.

Operation Grand Junction — Helper

6-B. Trains and locomotives must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at East Yard and to which ABS and CTC Rules do not apply) when displaying stop indication, without authority from yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by trimmer signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern eastward trains departing from Tracks 1 to 3, inclusive, and Signal D-2 will govern eastward trains departing from Tracks 4 to 8 inclusive.

6-C. Dual-controlled switch point derail on middle track, 10th Street, Grand Junction, located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or loco's must occupy release section approaching Positive ABS 4487-FE one minute before dispatcher can position signal and dual-controlled switch.

6-D. Depot Running Track between dual-controlled switches at MP 449.0 and MP 450.1. Grand Junction connects with westward main track. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart when repeater signal MP 449.8 westward or MP 449.3 eastward displays proceed indication. If repeater signal does not indicate proceed when train is ready to depart, dispatcher must be contacted immediately. (See Time-Table Rule 2-A).

Operation at Helper

6-E. Operator **Helper** controls all positive ABS, dual controlled switches, and dual controlled spring derail with two position signal governing eastward movements through derail to **Snake Lead**, at **Helper**.

ABS 6254-A governs movements from Independent Lead through crossover to main track. Trains entering or leaving **Spring Glen Yard** must first obtain permission from operator at **Helper**.

Eastward trains departing on No. 1 lead must occupy release section located 310 feet west of ABS 6258-F, 48 seconds before dual controlled switches can be positioned for departure.

Eastward trains from Coal Yard must communicate with operator when ready to depart and must occupy release section one minute before dual controlled spring derail can be positioned to enter **Snake Lead**. When proceed indication is displayed it is authority to proceed to **Spring Glen** on Independent Lead.

6-F. Westward ABS 6257-FS and Eastward ABS 6258-F will normally display a Lunar indication. When displaying "STOP" it indicates there is a train approaching and yard engines and others occupying track must give way without necessarily delaying such train or trains.

Operation Helper — Thistle

6-G. When positive ABS 6615-W or 6615-A, west end **Gilluly**, display proceed indication, it is authority for westward trains to proceed on westward main track to **Thistle** without train order or Clearance, and in addition is authority for westward trains to proceed on westward main track to **Thistle** on the time of first class or preference trains in the same direction. Operating Rules 83-C, 97 and D-97 are modified accordingly.

Operation at Thistle

6-H. Operator **Thistle** controls all positive ABS and dual controlled switches at **Thistle**.

When Eastward ABS 6822 or Westward ABS 6797 display proceed indication, it is authority to proceed on the time of first class or preference trains to train order signal **Thistle**.

Operation Springville-Roper

6-I. Operator **Provo** controls Westward Positive ABS 6947 and 6947-A at **Springville Cannery Spur**, Westward Positive ABS 6955-E and 6955-EA at switch to main track, Subdivision 6-E and Westward Positive ABS 6955-W and Eastward Positive ABS 6958.

When Positive ABS 6958, 6955-EA or 6947-A display a proceed indication it is authority to occupy Eastward Track between Eastward Positive ABS 6958 and Westward Positive ABS 6947; except when westward train or work extra is occupying Eastward track between **Thistle** and **Springville**.

When Westward Positive ABS 6955-E or 6955-EA display a proceed indication and crossover at MP 695.7 is lined for movement from Eastward to Westward track it is authority to proceed on the time of first class or preference trains through crossover to **Provo** on Westward track.

Dual controlled derail located opposite ABS 7072-F, on **Geneva Steel Plant Lead**.

Operation Salt Lake City — Clearfield

6-J. When upper signal on Eastward ABS 7546 displays proceed indication it is authority for train to proceed on main track to beginning of CTC east end of **Woods Cross** on the time of superior trains.

Operation at Bacchus Spur

6-K. Trains entering Kennecott Corporation track Mile Post 1.8 **Bacchus Spur**, will call train dispatcher at **Copperton** for permission to operate electric switch locks.

After switches have been lined and signals indicate proceed, movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.

All trains entering Hercules property at **Bacchus** will operate within plant as follows:

Prior to crossing main track roadways make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements:

Vehicles transporting nitroglycerin, live missiles or other hazardous cargo shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort vehicle with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.

Other Signals

6-L. ABS are located to left of tracks they govern at following locations:

Eastward on Westward Track	Westward on Eastward Track	Eastward on Main Track
6336 W 6582 W	6335 E 6541 E	7424
6352 W 6598 W	6351 E 6561 E	7434
6372 W 6630 W	6371 E 6581 E	
6420 W 6998 W	6419 E 6615 E	
6442 W 7006	6443 E 7013 E	
6520 W 7014 W	6521 7041 E	
6542 W 7042 W	Home Signal MP 698.7	
6562 W		
Home Signal MP 699.0		
Home Signal MP 705.8		

CALIFORNIA ZEPHYR TRAINS

7. Rear trainmen out of **Salt Lake City** will change marker lens to display red and yellow instead of red and green.

7-A. These trains will carry 200 pounds steam train line pressure.

7-B. Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Salt Lake City**.

CONDITIONAL STOPS

8. No. 7 will stop at any station to discharge pay passengers from **Denver, Colorado Springs and Pueblo**, or beyond.

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

Nos. 17 and 18 will make regular stop at **Thompson** on Saturdays, Sundays and Holidays and will stop on flag on other days to receive or discharge pay passengers to or from **Denver** or beyond and to or from **Salt Lake City** or beyond.

TRAIN SPEEDS

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

ZONE SPEEDS	Passenger MPH	Freight MPH
Subdivision 16:		
Montrose-Delta		30
Delta-Grand Junction		25
Montrose-Ridgway		15
Subdivision 16-A:		
Delta-Bridge 380.19		30
Bridge 380.19-Payne		20
Payne-Somerset		15
Subdivision 5: Except as		
Specified below	70	65
10th St.—Crossover MP 450.3, Westward track	20	20
10th St.—Sw. MP 450.6, Eastward track	20	20
West Durham—Sw. MP 450.6, Eastward track	35	35
West Sw Maxwell—Helper.....	40	40
Subdivision 5-A:		
Mounds—MP 2		30
MP 2—East Sw Columbia Jct.....		20
East Sw Columbia Jct—Sunnyside.....		15
Subdivision 5-B:		
Brendel—MP 22	40	40
MP 22—Potash	30	30

ZONE SPEEDS	Passenger	Freight Trains	
	Trains MPH	MPH	Other
Subdivision 6 and 7: Except as			
Specified below	60	50	60
MP 639—Helper (Eastward)	30	20	25
MP 651.5—MP 665.5 (Westward).....	30	20	25
MP 665.5—651.5 (Eastward).....	30	30	30
MP 665.5—West Sw Narrows (Westward)	50	20	35
West Sw Narrows—MP 676 (Westward)	35	20	30
MP 676—West Sw Narrows (Eastward)	40	40	40
MP 676—MP 681 (Westward).....	50	20	35
(If necessary to use retainers under provisions of Time-Table Rule 5-E, speed for "Other" trains must be restricted to 25 MPH MP 665.5 to MP 681.)			
MP 681—9th South, Salt Lake City	70	50	60
East Roper—Endot (Eastward Track) ..	50	50	50
Main Track 9th South—South Temple Street, Salt Lake City.....	12	12	12
Salt Lake City—Transfer	70	50	65
If actual tonnage per unit with operative dynamic br does not exceed:			
	Coal	Other	
F-7, GP-7, F-9, GP-9.....	700 tons	900 tons	
SD-7, SD-9	1000 tons	1200 tons	
GP-30, GP-35, GP-40.....	900 tons	1100 tons	
and total train tonnage is not more than 3400 actual tons on "Coal" trains or 4300 actual tons on "Other" trains, these trains may observe 5 MPH faster Zone Speed than their respective Zone Speeds, MP 651.5-MP 681 (Westward) and MP 639-Helper (Eastward).			
Subdivision 6-B—(Descending)			10
(Ascending)			15
Subdivision 6-C			
Colton—MP 9			15
MP 9—Clear Creek.....			10
Subdivision 6-D			25
Except Moroni Spur			15
Subdivision 6-E Pearl-Eureka (Ascending).....			20
Eureka-Pearl (Descending)			12
Pearl-Springville			25
Spanish Fork Sugar Factory—Del Monte Packing Co.			10
Subdivision 6-F (Descending)			10
(Ascending)			15
Subdivision 6-G			20
Subdivision 6-H			10
Subdivision 6-J (Descending).....			15
(Ascending)			20
Subdivision 6-K			
Welby—Kearns			30
Kearns-Magna and Bacchus Spur.....			20
Subdivision 6-L (Descending)			12
(Ascending)			20
Subdivision 7-A			12

OTHER MAXIMUM SPEEDS

Passenger Trains MPH	Freight Trains MPH
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10-A. All Subdivisions, except where maximum allowable speeds are lower.

Through turn-outs equipped with Dual Controlled switches:

MP 445.0	East end east long lead		
Durham	East and west end siding		
	West end two main tracks		
Rhone	East and west end siding		
Fruita	East and west end siding		
Mack	East and west end siding		
Ruby	East and west end siding		
Shale	East and west end siding		
Utaline	East and west end siding		
Westwater	East and west end siding		
Agate	East and west end siding		
Cisco	East and west end siding		
Whitehouse	East and west end siding		
Elba	East and west end siding		
Sagers	East and west end siding		
Thompson	East and west end siding		
Brendel	East and west end siding		
Floy	East and west end siding		
Solitude	East and west end siding		
Green River	East end north siding		
Woodside	East and west end siding		
Grassy	East and west end siding		
Cedar	East and west end siding		
Verde	East and west end siding		
Mounds	East and west end siding		
	Jct Sw—Sub-Div 5-A		
East Wellington	East and west end siding		
Wellington	East and west end siding		
Price	East end siding		
Maxwell	West end siding		
Helper	End of two main tracks		
Lynn	Crossover		
Soldier Summit	East and west end both sidings		
	End of two main tracks		
Gilluly	East and west end siding		
Thistle	East end westward siding		
	West end eastward siding		
Geneva	Both crossovers		
American Fork	East and west end siding		
Mesa	East and west end siding		
Riverton	East and west end siding		
Midvale	West end siding		
	Crossover MP 734.4		
	Crossover west end Midvale		
East Roper	Crossover	30	30
Colton	End of two main tracks....	60	60
Pipe Mill	End of two main tracks....	55	55
Endot	End of two main tracks....	50	50
Other turn-outs equipped with Dual Controlled switches		15	15
Grant Tower Interlocking MP 745.5.....		15	15
U.P. Crossing MP 698.9.....		60	50
Main track, U.P. Crossing MP 744.2.....		12	12
U.P. Crossing MP 771.3.....		50	50
Geneva Steel Plant Yard.....		10	10

OTHER MAXIMUM SPEEDS	MPH
Turnouts equipped with spring switches, see Time-Table Rule 13.	
Other turnouts equipped with spring switches	15
Trailing through spring switches on straight track	30
In or out of other turnouts	15

10-B. Maximum speeds permissible in any service by various types of locomotives and equipment as follows:

Series 6001-6013, 555-577, 3001-3068, 5100-5113, 5300-5314, 5901-5954	70
Series 66-74, 100, 120-123, 130-146	50
Steam Derricks	35
Russell Snow Plow X-67 (Handled in trains)	30
Clamshells, Scale Test Cars (except Scale Test Car X-450) and Pile Drivers moving on own wheels	20
Scale Test Car X-450	35
Spreaders and Flangers handled in train (not working)	35
Steam Derrick 028 must not be used on Ridgway Spur; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

10-C. Sidings:

Utah Ry. Jct, Detour, Narrows, Rio, Provo, Subdivisions; 5-A, 5-B, 6-B, 6-C, 6-D, 6-E, 6-F, 6-G, 6-H, 6-J, 6-K, 6-L, 7-A, 16 and 16-A	15
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10-D. City ordinances:

STATION	MPH	STATION	MPH
Grand Junction	25	Lehi	45
Montrose	15	Salt Lake City, 9th So.-	
Price	30	5th No. Streets	25
Helper	35	Ogden Freight	15
Provo	30		

MEDICAL TREATMENT OF PASSENGERS

11. Suggested doctors for care of sick or injured passengers:

Name	Location
E. V. Long, M.D.	Salt Lake City
H. B. Harmon, M.D.	Salt Lake City
W. L. Chambers, M.D.	Salt Lake City
A. R. Demman, M.D.	Helper
T. D. Burleigh, M.D.	Grand Junction
R. F. Linnemeyer, M.D.	Grand Junction

11-A. Suggested hospitals for the care of injured passengers:

Name	Location
St. Mary's Hospital	Grand Junction
City-County Hospital	Price
Holy Cross	Salt Lake City
St. Mark's	Salt Lake City

MEDICAL TREATMENT OF EMPLOYEES

11-B. Care of sick and injured employes is rendered by Hospital Association Doctors, located as follows:

Call 243-3545	Grand Junction	Elmo Eddington	Lehi
N A. Brethouwer	Montrose	Val Sundwall	Murray
Woodrow E. Brown	Hotchkiss	Norman R. Beck	Salt Lake
E. Robert Orr	Fruita	Charles F. Behle	Salt Lake
H. T. Barton	Green River	Harry Berman	Salt Lake
James R. Alexander	Moab	Robert M. Crowder	Salt Lake
Jay P. Munsey	Moab	L. Dean Day	Salt Lake
Rodney R. Rutt	Moab	Robert G. Evans	Salt Lake
Paul R. Mayberry	Moab	Harry E. Fisher, Jr.	Salt Lake
Paul M. Stoddard	Dragerton	Whitney J. Haight	Salt Lake
F. R. King	Price	Charles C. Hall	Salt Lake
Wm. M. Gorishek	Price	Don Handy	Salt Lake
John K. Wright	Price	Wayne M. Hebertson	Salt Lake
J. E. Dorman	Price	Philip M. Howard	Salt Lake
J. J. Dalpiaz	Helper	Lewis Kirkman	Salt Lake
R. Demman	Helper	Anthony W. Middleton	Salt Lake
O. W. Phelps	Helper	Andrew Karavatis	Salt Lake
Orlo W. Hardy	Clear Creek	Everett B. Muir	Salt Lake
D. C. Rigby	Mt. Pleasant	Stanley Neff	Salt Lake
Harlow B. McQuarrie	Ephraim	Charles M. Parrish	Salt Lake
Halvard J. Davidson	Manti	James H. Quinn	Salt Lake
Rae E. Noyes	Salina	C. H. Springer	Salt Lake
H. Asa Dewey	Richfield	Jack L. Tedrow	Salt Lake
W. R. Worley, Jr.	Richfield	Robert G. Thompson	Salt Lake
Wilford G. Biesinger	Springville	Richard P. Bigelow	Salt Lake
Clair W. Judd	Springville	F. W. Kirt	Salt Lake
Preston G. Hughes	Spanish Fork	A. Namba	Salt Lake
Milo C. Moody	Spanish Fork	George S. Diumentl	Bountiful
Thomas M. Hall	Payson	Noall Z. Tanner	Layton
H. David Rees	Provo	Joseph Amano	Clearfield
DeCosta Clark	Provo	Ralph C. Petersen	Clearfield
Fred Endsley, Jr.	Provo	H. V. DeMars	Ogden
Ralph E. Jorgenson	Provo	Chelton S. Feeny	Ogden
Richard A. Nimer	Provo	James S. McMurrin	Ogden
Charles M. Smith, Sr.	Provo	Donald M. Moore	Ogden
Charles M. Smith, Jr.	Provo	Drew M. Peterson	Ogden
Jesse J. Weight	Provo	Ralph W. Pugmire	Ogden
Guy S. Richards	American Fork	Charles M. Swindler	Ogden
		R. W. Krumback	Ogden
		A. W. Petty	Ogden

11-C. Assigned Hospitals of the Hospital Association:

Mary's	Grand Junction
Holy Cross	Salt Lake City
St. Mark's	Salt Lake City
City-County	Price
Utah Valley	Provo
Thomas D. Dee Memorial	Ogden

12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Miles from Denver	Points	Miles from Denver	Points	Miles from Denver	Points
448.6	Trailing	666.1	Trailing	695.7	Trailing
449.0	Facing	671.6	Trailing	695.7	Facing
450.3	Trailing	672.7	Facing	699.2	Facing
451.1	Trailing	675.9	Facing	699.9	Trailing
626.0	Trailing	677.1	Trailing	700.4	Trailing
626.6	Trailing	680.0	Facing	700.9	Trailing
627.0	Facing	680.7	Facing	701.0	Facing
628.8	Trailing	681.0	Trailing	707.1	Trailing
630.1	Trailing	682.3	Trailing	707.1	Facing
631.2	Facing	682.3	Facing	734.4	Facing
632.0	Trailing	688.6	Trailing	735.9	Trailing
665.0	Facing	688.6	Facing	740.8	Facing

13. SPRING SWITCHES

Miles from Denver	Location Spring Switches	Normal Position	MPH
445.6	East Yard-East switch	East Yard	15
446.9	East Yard-East switch Departure Track	East Long Lead	15
447.3	East Yard-Entering Track	East Yard	15
448.5	Grd. Jct.-Westward Departure Track to Alternate Inbound	Cross-over	15
625.7	Helper-east end Independent Lead	Independent Lead	15
627.4	Helper-westward lead	Westward Main Track	15
665.0	Detour-east end siding	Eastward Main Track	15
671.6	Narrows-east end siding	Eastward Main Track	15
675.9	Rio-east end siding	Eastward Main Track	15
681.5	Thistle-west end siding	Westward Main Track	30
740.7	East Roper	Eastward Main Track	15
753.2	Woods Cross-East switch	Main Track	15
780.1	Transfer-New Lead	Lead Track	15

DUAL CONTROLLED SPRING SWITCHES

625.8	Helper	Snake Lead	15
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AUXILIARY LINES

15.	Grand Jct.	Sub-Div	16
	Delta	Sub-Div	16-A
	Thistle	Sub-Div	6-D

DESIGNATION OF TRACKS, POSITION OF SWITCHES RESTRICTION OF TRACKS

16. Freight trains entering East Yard will head in receiving yard as indicated by Track Indicator.

Track Indicator for westward trains is located at MP 445.6.

Track Indicator for eastward trains is located at MP 447.3. Eastward trains entering alternate eastbound track East Yard, will be governed by instructions from Yardmaster.

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

M. Main Track

1-7 Inclusive; Tracks as indicated.

Westward freight trains entering Roper 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

16-B. East switch of wye at Sunnyside must be lined for the wye when not in use. Locomotive with or without cars departing Sunnyside from a point east of this wye switch must be brought to a stop before switch is lined for main track.

Switch to stub derail spur, Sunnyside, located off old High-line coke bin track, must be left lined for spur when not in use.

Switch to Carbon County Railway at east end of Columbia Junction must be lined for Subdivision 5-A when not in use.

16-C. Normal position of west siding switch leading to stockyards, Montrose, is to stock track.

16-D. When making pick up from Finished Coal Yard at East Wellington and Washery is operating, a member of the crew must contact the Retarder Operator and advise him of movements to be made. An understanding must be had that Retarder Operator will not drop cars while train is occupying lead to Finished Coal Yard. The first crossover switch east of the retarder must be lined for No. 3 Track while pick up is being made. When not in use, switches at east end of Finished Coal Yard must be left lined for derail spur.

16-E. Wye switches Welby must be lined and locked for Garfield Branch when not in use.

16-F. Locomotives must not go beyond switch point of north track empty yard, nor in north load track, Knight Ideal Coal Company yard Wellington.

16-G. Sigurd and Sevier sidings are used as main track.

16-H. Locations where trains or locomotives must not clear the main track (See Operating Rule 563).

Location

Tracks

Kyune, westward track, MP 639.0	Spur
Gilluly, eastward track, MP 660.8	Spur
Gatex, eastward track, MP 704.02	Spur
Scalley, eastward track, MP 704.7	Spur
Lehi, MP 716.9	Spur
Midvale, eastward track, MP 734.2	Spur
Lumber Yard, westward track, MP 738.6	Spur
Murray, eastward track, MP 739.0	Spur
Fireclay, westward track, MP 739.1	Spur
East Roper, eastward track, MP 740.6	Spur

16-I. SD-7 and SD-9 locomotives must not be operated on the following tracks:

SPANISH FORK:

SL&U trackage in Center and Main Streets, including California Packing Company, Del Monte.

PROVO:

Provo Herald Track, 4th North, Provo Canyon Branch.
West Track Pittsburgh-Des Moines.
Sears Roebuck—Pacific Fruit.
SL&U trackage in 5th South Street.
Anderson Lumber Company.

MURRAY:

Fireclay

SUGAR HOUSE SPUR

SALT LAKE CITY AND OGDEN:

As designated by Yard bulletin.

16-J. Location of permanent derails on main track or sidings:

Subdivision	Location	Description
5-B	Seven Mile	Both Ends Siding
5-B	Emkay	East End Siding
6-D	Hill Top	Both Ends Siding
6-D	Axtell	East End Siding
6-D	Redmond	East End Siding
6-D	Spearmint	West End Siding
6-F	Burgin	Main Track
16	Chipeta	West End Siding
16	Olathe	West End Siding
16	Roe	West End Siding
16-A	Saxton	West End Siding
16-A	Austin	West End Siding
16-A	Payne	West End Siding
16-A	Paonia	West End Siding

DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

17. Tonnage handled by units on head end of train must not exceed:

Territory	Adjusted Tons
Helper to Soldier Summit	4000
Thistle to Soldier Summit	5000

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

17-A. D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only", and other cars designated as "Rear Enders" must be trained behind helper.

17-B. Training of helper locomotives:

No. of Units	Location in Train
Two or less	Behind caboose
Three-five	Ahead of caboose
Six-eight	Ahead of 2900 adj. ton
Nine or more	Ahead of 3500 adj. ton

17-C. Helper locomotive of more than five units may be used on rear of train ahead of caboose, provided all units in excess of five are isolated.

17-D. Coupler must be blocked on leading end of helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

JOINT OPERATIONS

18. Trains entering **Magna Yard** must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, movement may proceed under flag protection, according to Operating Rule 99 to the next block signal.

18-A. 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**.

18-B. **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. Automatic street crossing signals in service at 2nd and 4th South Streets at 4th West Street, Salt Lake City. Control circuit limits marked by rail joints painted yellow.

When a train, engine or yard movement, has stopped or been delayed within circuit control limits, additional movements must proceed slowly until positive determination is made that crossing signals have operated a sufficient time to stop traffic. In event crossing signals are not operating, movement over crossing must be protected by a crew member.

Unnecessary occupancy of control circuits must be avoided.

Indication signal placed on mast east side of 2nd and 4th South Streets will display flashing lunar lights when crossing signals are operating.

Eastward and westward trains when ready to depart will proceed slowly into control circuit to activate crossing signals.

Unless otherwise instructed, track assignments SLCUD are as follows:

D. & R. G. W. and W. P. passenger trains....Track No. 3

U. P. interchange deliveries.....Any track other than No. 3, or as directed by Yardmaster.

Trains, yard engines, light engines and others using SLCUD Railroad Co. tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLCUD track just east of 1st So. Street will be left lined for WP main track.

18-C. Within limits specified below Operating Rule 93 of the D.&R.G.W. governs all train or engine movements:

Limits	Roads Governed
Columbia Jct.	Carbon County Railway and D.&R.G.W.
Magna Yard	Kennecott Corpn. and D.&R.G.W.
Clearfield Freeport Center	U.P. and D.&R.G.W.

18-D. Switch movements 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.

18-E. 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.

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

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.

When operating in **T. C. S.** territory west of **Pollard Jct.**, switch crews **Roper-Salt Lake Terminal** will be governed by **W. P. Rule 547**, reading:

"When work is to be done by any train or engine, including work trains, requiring movements in both directions within a block or blocks, authority must be obtained from (**W. P.**) train dispatcher who will specify working limits and, where necessary, time limits."

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 locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by Yardmaster or on signal indication. **Grant Tower Operator** will obtain authority from Yardmaster before positioning signals for reverse movements.

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.

18-G. 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 Operating and Special Rules, in addition to D. & R. G. W. Rules of the Operating Department, while working in these territories:

93. Within yard limits, all trains and engines must move prepared to stop within the distance track is seen to be clear.

103(C). At public crossings protected by automatic crossing signals, bells or gates, every effort must be made to avoid unnecessarily occupying controlling circuits or leaving switches open within the controlling circuits.

When a train, engine or switching movement has been delayed or stopped within 1500 feet of such crossing, any further movement, either forward or reverse, toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for sufficient time to stop highway traffic. In case the crossing signals are not operating for the movement, crossing must be protected by a member of the crew, unless a crossing watchman is on duty.

When a train, engine or switching movement is to be made against the normal current of traffic over a public crossing protected by automatic crossing signals, bells or gates, a member of the crew must protect the crossing, unless a crossing watchman is on duty.

103(D). At public crossings protected by crossing watchmen and crossing gates, yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of crew.

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

Leaving passenger depot, remain clear of passenger lead.

Entering **Salt Lake City**, remain clear of Second South Street, stopping before fouling adjacent main track.

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

Switchtenders must see route is properly lined and clear of other movements before giving proceed signal to approaching trains, road engines or **D. & R. G. W.** switch engines.

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 receive verbal permission from train dispatcher authorizing movement.

At **Salt Lake City**, trains and engines must not foul adjacent tracks or slip 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(X). 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 stop on straight track to clear **Fourth North Street** crossover, unless proceed signal is received from **Fifth North** switchtender.

802-B. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling 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, a trainman 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.

18-H. O. U. R. & D. Co. Time Table and rules apply between Ogden and Transfer.

18-I. Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

- WP trains and engines, departing—4 short.
- Ogden trains and engines departing—1 long.
- Rio Grande to UP deliveries—2 short.
- UP light engines, returning—1 long, 1 short.

MISCELLANEOUS

19. When GP-7, GP-9, SD-7, SD-9, GP-30, GP-35 or GP-40 locomotives are being operated together or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

STATIONS OPEN FOR COMMUNICATION (ALSO FOR TRAIN ORDERS, IN TRAIN ORDER TERRITORY)

OPEN HOURS

STATION	WEEK DAYS	SATURDAYS	SUNDAYS & HOLIDAYS
Grand Junction	Continuous	Continuous	Continuous
Delta	9:00 AM - 6:00 PM	9:00 AM - 6:00 PM	Closed
Olathe	8:30 AM - 5:30 PM	Closed	Closed
Montrose	9:00 AM - 6:00 PM	9:00 AM - 6:00 PM	Closed
Paonia	9:00 AM - 6:00 PM	Closed	Closed
Fruita	9:00 AM - 6:00 PM	Closed	Closed
Thompson	9:30 AM - 5:30 PM	Closed	Closed
Green River	7:15 AM - 4:15 PM	Closed	Closed
Price	4:15 AM - 9:00 PM	4:15 AM - 12:15 PM	Closed
Helper	Continuous	Continuous	Continuous
Thistle	Continuous	Continuous	Continuous
Provo	Continuous	Continuous	Continuous
Geneva	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Midvale	7:00 AM - 4:00 PM	Closed	Closed
Roper	Continuous	Continuous	Continuous
Grant Tower	Continuous	Continuous	Continuous
North Salt Lake	8:00 AM - 5:00 PM	Closed	Closed
Clearfield	7:30 AM - 11:30 PM	Closed	Closed
Transfer	Continuous	Continuous	Continuous
Sunnyside	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Ephraim	8:00 AM - 5:00 PM	Closed	Closed
Salina	8:00 AM - 5:00 PM	Closed	Closed
Sigurd	8:00 AM - 4:00 PM	8:00 AM - 4:00 PM	8:00 AM - 4:00 PM
Richfield	9:00 AM - 6:00 PM	Closed	Closed
Marysvale	8:00 AM - 5:00 PM	Closed	Closed
Moroni	9:00 AM - 6:00 PM	Closed	Closed
Spanish Fork	9:00 AM - 6:00 PM	Closed	Closed
Heber	9:00 AM - 6:00 PM	Closed	Closed
Garfield	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Sugar House	8:30 AM - 5:30 PM	Closed	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).

REVISIONS AND/OR MODIFICATION OF AIR BRAKE RULES

8-B. Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger train, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, test of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which have not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

30-A. Diesel Road and Road-Switcher Units, either operative or inoperative, must be coupled together to make up the desired number of units for the train. All air hoses, including main reservoir pipe, brake pipe, actuating pipe, independent application and release pipe, equalizing pipe and sander pipe, must be properly connected between all units and cocks open.

30-B. Diesel Switching locomotives, moving dead in trains, must be handled not less than 5 cars or more than 15 cars from caboose. If two or more switching locomotives are handled in same train, they must be separated by placing 5 cars between each locomotive.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	—	—	—

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7, 555-575 5761, 5764 F-9, 577, 5782, 5783 GP-7, 5100-5113 GP-9, 5901-5954	GP-30, 3001-3028 GP-35, 3029-3050	GP-40 3051-3068	Adjust- ment Factor
Grand Jct....	Mounds.....	2300	1540	1900	2050	6
Potash.....	Brendel.....	2200	1450	1750	1900	6
Brendel.....	Emkay.....	1600	1100	1300	1400	5
Mounds.....	Helper.....	2700	1800	2000	2150	6
Helper.....	Grand Jct....	2400	1590	1900	2050	6
Mounds.....	Columbia Jct..	1560	1075	1300	1400	3
Columbia Jct..	Sunnyside....	900	550	650	700	2
Grand Jct....	Delta.....	7000	4400	5200	5600	10
Delta.....	Montrose.....	2800	1850	2200	2400	5
Delta.....	Somerset.....	2800	1850	2200	2400	5
Hotchkiss....	Rogers Mesa..	5200	3500	4200	4500	8
Montrose....	Ridgway.....		1800	2100	2300	5
Sub-Div. 16 Wye.....	East Yard....	6000	4000	4700	5000	
Helper.....	Castle Gate...	1350	860	1050	1125	
Castle Gate...	Kyune.....	1150	725	800	850	3
Kyune.....	Soldier Summit....	2700	1650	1900	2050	3
Provo.....	Thistle.....	3500	2150	2600	2800	3
Thistle.....	Solder Summit....	1400	890	1050	1125	3
Provo.....	Geneva.....		4500	5400	5800	8
Salt Lake....	Ogden.....	4300	2900	3500	3700	8
Ogden.....	Salt Lake....	4300	2900	3500	3700	8
Colton.....	Scofield.....	1415	950	1150	1225	3
Scofield.....	Clear Creek...	850	550	650	700	2
Spring Canyon Junction...	Mutual.....	600	400	470	500	2
Midvale.....	Welby.....	1200	900	950	1025	2
Welby.....	Dalton.....	900	770	900	975	2
Dalton.....	Copperton...	760	520	600	650	1
Garfield.....	Welby.....	2600	2100	2300	2500	3
Provo.....	Heber.....	1350	850	1000	1075	3
Springville...	Santaquin....	2700	1800	2150	2350	5
Goshen.....	Santaquin....	2700	1800	2150	2350	5
Goshen.....	Knightville...	650	400	470	500	1
Eureka.....	Knightville...	1300	800	950	1025	2
Pearl.....	Dividend....	650	400	470	500	1
Thistle.....	Hilltop.....	1800	1300	1500	1625	4
Salina.....	Hilltop.....	2700	1900	2250	2450	5

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.

J. E. ALLEN
Assistant Superintendent
Salt Lake City

W. A. HENDERSON
Assistant Superintendent
Grand Junction

R. F. SPURLING
Terminal Trainmaster
Salt Lake City

R. L. FISHER
Terminal Trainmaster
Grand Junction

L. O. FICKLIN
Trainmaster
Grand Junction

J. E. ABERTON
Trainmaster
Helper

D. W. POPE
Assistant Trainmaster
Provo

R. D. COMBS
Trainmaster
Salt Lake City

E. R. HOUSE
Road Foreman of Equipment
Salt Lake City

M. M. KANDERIS
Assistant Trainmaster
Ogden

H. P. KEELE
Road Foreman of Equipment
Grand Junction

A. HENKE
Road Foremen of Equipment
Helper

M. E. WOOD
Chief Dispatcher
Grand Junction
Subdivisions
5, 5-A, 5-B, 16, and 16-A

A. R. JOHNSON
Chief Dispatcher
Salt Lake City
Subdivisions
6, 7, 6-E, 6-C,
6-D, 6-E, 6-F, 6-G,
6-H, 6-J, 6-K
6-L and 7-A