

Safety



Service

V. I. GRIFFITH
Assistant Superintendent
Salt Lake City

W. E. CLAWSON
Assistant Superintendent Terminal
Salt Lake City

R. S. ENO
Trainmaster
Helper

J. A. GREENER, JR.
Trainmaster
Provo

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

D. M. WOOLF
Assistant Trainmaster
Ogden

R. L. JACOBSEN
Assistant Trainmaster
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B. H. WAGNER
E. H. LUNDSTROM
Road Foremen of Equipment
Salt Lake City

G. H. HUGHES
Chief Dispatcher
Salt Lake City

W. C. LIEVSAY
O. B. THORNTON
Assistant Chief Dispatchers
Salt Lake City

The
Denver and Rio Grande Western Railroad
Company

SALT LAKE DIVISION

TIME-TABLE
No. 139

Takes Effect Sunday, September 22, 1957

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 138

NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

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

L. H. HALE
Vice President & General Manager

W. C. HORNER
Superintendent of Transportation

E. R. MORAN
Superintendent

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		Mile Posts	Capacity of Siding	Sub-Division 6 STATIONS			Station Numbers	Capacity of Siding	Miles from Salt Lake	FIRST CLASS	
17 California Zephyr Leave Daily	7 Prospector Leave Daily			TIME-TABLE No. 139 SEPTEMBER 22, 1957						18 California Zephyr Arrive Daily	8 Prospector Arrive Daily
7 08 PM	5 15 AM	626.4	Yard	Ra	HELPER	BK	9032	Yard	119.7	8 43 AM	8 35 PM
7 13	5 21	628.8	68		2.4 UTAH RY. JCT.	J	9038	68	117.3	8 37	8 26
7 16	5 24	630.4	Yard		1.6 CASTLE GATE		9044	Yard	115.7	8 34	8 23
7 19	5 27	631.6			1.2 ROYAL		9046	75	114.5	8 31	8 20
7 35	5 44	638.9	102		7.3 KYUNE	W	9050	102	107.2	8 17	8 05
7 43	5 54	644.4			5.5 COLTON	J	9054	Yard	101.7	8 09	7 56
7 51	f 6 02	651.4	Yard	if	7.0 SOLDIER SUMMIT	DNY	9056	105	94.7	8 01	f 7 47
8 08	6 21	661.0	115		9.0 GILLULY	W	9060	115	85.1	7 44	7 27
8 15	6 31	665.6			4.6 DETOUR		9062	103	80.5	7 35	7 19
8 25	6 41	672.2	107		6.0 NARROWS		9066	116	73.9	7 26	7 09
8 32	6 49	676.5			4.8 RIO		9068	108	69.6	7 19	7 02
8 39	s 6 56	680.9	117	jd	4.4 THISTLE	DNEBFJKSWY	9070	123	65.2	7 13	s 6 55
		688.6			7.7 GOMEX		9078		57.5		
					2.1 SUTRO		9082	71	55.4		6 41
8 55	f 7 15	695.8		ng	0.1 SPRINGVILLE	(Eastward) Dj	9302		49.3	6 56	f 6 34
		698.9			3.1 U. P. CROSSING				46.2		
s 9 05 PM	s 7 28	701.1	Yard	vo	2.2 PROVO	DNEBFJKOSWY	9310	107	44.0	s 6 50 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 PIPE MILL		9319		36.7		
		713.7	257	af	5.3 AMERICAN FORK		9321	257	31.4		
		717.0			3.3 LEHI		9324		28.1		
		720.3	150		3.3 MESA		9325	150	24.8		
		722.8			2.5 NASH		9326		22.3		
		728.6	158		5.8 RIVERTON		9328	158	16.5		
		732.6			4.0 ENDOT		9329		12.5		
		734.5	Yard	bj	1.9 MIDVALE	DJWY	9332	143	10.6		
		736.4	Yard		3.0 MURRAY		9336	39	6.7		
		740.7			2.3 EAST ROPER		9350		4.4		
9 45 PM	8 17 AM	742.5	Yard	fy	1.8 ROPER	BK	9350	Yard	2.6	6 06 AM	5 36 PM
9 47 PM	8 19 AM	744.2			1.7 U. P. CROSSING				0.9		
10 00 PM	8 30 AM	745.1	Yard	un	0.9 SALT LAKE CITY	BK	6000	Yard		6 00 AM	5 30 PM
Arrive Daily	Arrive Daily				(119.7)					Leave Daily	Leave Daily
2.52 41.4	3.15 38.5				Schedule Time Average Speed per Hour					2.43 44.1	3.05 38.9

Trains operate by Centralized Traffic Control between "Beginning of CTC" and "End of CTC". Signs at the following locations:
 East end Helper Yard.
 Between Lynn and West end Kyune on Westward Main track.
 East end Soldier Summit Yard.
 On Westward Main track East end Thistle.
 On Eastward Main track West end Thistle.
 Between Provo and East Roper.

Except as otherwise indicated, dispatcher Salt Lake City controls all positive ABS and remote control switches. Where ABS and remote control switches are controlled by operators, they do so as directed by Dispatcher.

WESTWARD

MAIN LINE

EASTWARD

Station Numbers		Mile Posts	Sub-Division 7 STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Ogden	Capacity of Siding
6000	745.1	UN	SALT LAKE CITY	BK	38.9	Yard
	746.5		0.4 GRANT TOWER		36.5	
9816	750.9	NX	5.4 NORTH SALT LAKE	D	31.1	
9824	753.9		3.0 WOODS CROSS		28.4	150
9828	760.6		6.7 FARMINGTON		21.4	44
9840	767.2	BJ	6.7 LAYTON	D	14.8	47
9847	770.8		3.6 CLEARFIELD		11.2	115
	771.3		0.5 U. P. CROSSING		10.7	
9854	775.1		3.8 ROY		6.9	70
9886	781.1	OG	6.0 TRANSFER	BK	.9	Yard
9886	782.0		0.9 OGDEN (38.9)			

Trains operate by Centralized Traffic Control between "Beginning of CTC" and "End of CTC" signs located near 5th North St., Salt Lake City, and East end of Woods Cross.

WESTWARD

KENILWORTH BRANCH

EASTWARD

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Station Numbers		Miles from Kenilworth	Sub-Division 6-A STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Kenilworth Junction	Station Numbers		Miles from End of Track	Sub-Division 6-C STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Colton	Capacity of Siding
9112			KENILWORTH	6.2		9170	0.4	END OF TRACK	21.5			
9030	6.2		6.2 KENILWORTH JCT. (6.2)			9156	6.3	0.4 CLEAR CREEK	21.1	Yard		
						9054	21.5	5.9 SCOFIELD	15.2	Yard		
								15.2 COLTON		Yard		
								(21.5)				

WESTWARD

SPRING CANYON BRANCH

EASTWARD

Station Numbers		Miles from Mutual	Sub-Division 6-B STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Spring Canyon Junction
9138			MUTUAL	7.2	
9140	0.5		0.5 RAINS	6.7	
9134	1.0		0.5 LATUDA	6.2	
9130	2.2		1.2 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. (7.2)		

WESTWARD

MARYSVALE BRANCH

EASTWARD

SECOND CLASS		Station Numbers	Miles from Marysvale	Sub-Division 6-D STATIONS			Miles from Thistle	Capacity of Siding	SECOND CLASS	
101	102			TIME-TABLE No. 139					102	
Freight				SEPTEMBER 22, 1957					Freight	
Leave Daily Except Sun.									Arrive Daily Except Sun.	
				END OF TRACK			132.8			
		9297		Vy	MARYSVALE	PD	132.2	Yard		
		9294	11.6		SEVIER	P	120.6	16		
		9292	15.7		JOSEPH		118.5	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	D	103.7	Yard		
		9279	32.1		KEMA		100.1	30		
		9275	35.9	Rs	SIGURD	D	98.3	34		
		9271	40.0		AURORA		92.2	51		
	5 45 PM	9282	45.8	Sa	SALINA	DBFKWY	86.4	Yard	9 30 PM	
	6 02	9280	49.7		REDMOND		82.5	9	9 13	
	6 10	9259	53.0		AXTELL		79.2	18	9 05	
	6 20	9258	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		68.3	17	8 25	
	7 15	9251	71.4	Ma	MANTI	DPY	60.8	Yard	8 10	
	7 40	9228	78.8	Rm	EPHRAIM	DPY	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		44.1	19	7 20	
	8 30	9216	93.6	Mn	MT. PLEASANT	DP	38.6		7 06	
	8 55	9214	100.2		FAIRVIEW	P	32.0	29	6 50	
	9 20	9209	108.9		HILL TOP	P	23.3	28	6 25	
	9 45	9206	117.4		INDIANOLA	P	14.8	23	6 00	
	10 30 PM	9070	132.2	Jd	THISTLE	DNBPKSWY		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.

WESTWARD		TINTIC BRANCH		EASTWARD		WESTWARD		PROVO CANYON BRANCH		EASTWARD	
Station Numbers		Sub-Division 6-E STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Springville	Capacity of Siding	Station Numbers		Sub-Division 6-G STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Provo	Capacity of Siding
9475	Q	EUREKA	DF	39.1	Yard	9544	H	HEBER	DT	27.9	Yard
9458		KNIGHTVILLE	F	38.1	17	9542	3.7	CHARLESTON		24.2	13
9435		PEARL	JFY	27.5	Wye	9541	10.7	WALLSBURG		17.2	24
9423		TOWNSEND		17.3	13	9528	17.3	UPPER FALLS		10.6	
9420		SANTAQUIN		15.4	35	9514	21.5	OLMSTED		6.4	6
9418	P	PAYSON	DF	10.8	28	9512	22.1	HALE		5.8	13
9408	Fo	SPANISH FORK	DF	3.8	23	9504	26.8	SMOOT		1.1	22
9302	Ns	SPRINGVILLE	DJF		Yard	9310	27.9	PROVO	DNBJFKOWY		Yard
		(39.1)						(27.9)			

WESTWARD		GOSHEN VALLEY BRANCH		EASTWARD		WESTWARD		OREM BRANCH		EASTWARD	
Station Numbers		Sub-Division 6-F STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Pearl	Capacity of Siding	Station Numbers		Sub-Division 6-H STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Provo Jct.	Capacity of Siding
9439		DIVIDEND			16			END OF TRACK		6.4	
9437	6.5	FLORA		2.7		9670	0.2	OREM	F	6.2	Yard
9438	3.8	IRON KING		5.2	9	9564	1.6	SNOW	F	4.8	Yard
9437	6.3	EUREKA STANDARD		5.0	19	9581	2.2	LINCOLN		4.2	16
9437	6.1	FLORA		2.7		9558	2.6	CURTIS		3.8	23
9436	3.8	EUNICE		3.1	8	9313	6.4	PROVO JCT.	F		Yard
9435	3.4	PEARL	JY	6.5	19			(6.4)			
		(6.5)									

WESTWARD		LITTLE COTTONWOOD BRANCH		EASTWARD		WESTWARD		BINGHAM BRANCH		EASTWARD	
Station Numbers		Sub-Division 6-I STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Capacity of Siding		Station Numbers		Sub-Division 6-J STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957		Miles from Midvale	Capacity of Siding
		END OF TRACK		17		9633		BINGHAM		14.1	Yard
9602	1.6	STATE STREET				9632		COPPERTON		11.9	
9332	1.0	MIDVALE	DWY	Yard		9628		DALTON	J	9.0	15
		(1.6)				9624		WELBY	JFY	5.1	47
						9622		WEST JORDAN		2.0	23
						9332	NJ	MIDVALE	DJPWY		Yard
								(14.1)			

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS
(See also Time-Table Rule 4)

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. 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 apart.

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

1-D. Schedule and train order time for trains at Provo apply at Passenger Station.

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

CLEARANCE CARDS

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

Sub-Division	Station
6-C	Clear Creek and Colton.
6-J	Welby.

2-A. There is no train order signal at Salina. Westward trains must not leave Salina without clearance card unless otherwise provided.

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

TRAIN REGISTERS

3. Register stations are shown in body of the Time-Table in full-faced type, except:

Thistle (Helper Engines)
Provo (Branch trains and Yard Engines)

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

Register Station	Trains
Helper	Regular westward first-class and No. 18.

No. 7 and No. 17 will receive Form T train order at Helper.

3-B. 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.

3-C. Trains from Sub-Division 7 terminating at Roper, when routed through Grant Tower via Main track to Salt Lake Union Depot, are authorized to proceed to Roper on Eastward Main Track and occupy Eastward Main Track at Roper on the time of Eastward First-Class trains and will be protected by train order when necessary.

Such trains may leave Salt Lake City without clearance card, and unless otherwise instructed will use Track No. 6 through Salt Lake Union Depot.

WESTWARD GARFIELD BRANCH EASTWARD

Station Numbers	Sub-Division 6-K STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957	Miles from Midvale	Capacity of Siding
9884	GARFIELD SMELTER	22.1	Yard
9880	2.0 Of GARFIELD DFW	20.1	77
9876	1.2 EAST JUNCTION	18.9	
9876	1.0 MAGNA	17.9	
9874	2.1 EAST MAGNA Y	15.8	Spur 8
9870	4.7 KEARNS	11.1	9
9824	6.0 WELBY JPT	5.1	47
	(17.0)		

WESTWARD LARK BRANCH EASTWARD

Station Numbers	Miles from Lark	Sub-Division 6-L STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957	Miles from Dalton	Capacity of Siding
9828		LARK	4.0	Yard
9826	4.0	DALTON		15
		(4.0)		

WESTWARD HOOPER BRANCH EASTWARD

Station Numbers	Miles from Hooper	Sub-Division 7-A STATIONS TIME-TABLE No. 139 SEPTEMBER 22, 1957	Miles from Roy	Capacity of Siding
9876		HOOPER	4.0	
9864	2.9	2.9 BARTON	1.1	30
9854	4.0	1.1 ROY		
		(4.0)		

3-D. 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.

3-E. Train order register check, Form T, will be issued to Yardmaster 21st South Roper Yard after which yard engines may occupy main tracks between East Roper and Salt Lake City on verbal authority of such Yardmaster.

YARD LIMITS

4. Helper—M.P. 632.02	Thistle
Colton	Provo
Soldier Summit	East Roper-Roper-Salt Lake City
Gilluly	Roy-Hooper
Narrows	Ogden-Transfer
Kenilworth-Kenilworth Junction	Spring Canyon Junction-Mutual
Clear Creek	Scofield
Fairview	Salina-Marysvalle
Mt. Pleasant	
Spring City	
Ephraim-West Ephraim	
Manti	
Gunnison	
Spearmint	
Redmond	
Springville (Sub-Division 6-E)-Eureka	Moroni Spur
Provo-Heber	Pearl-Dividend-Iron King
Provo Jct.-Orem	
Midvale-West Jordan Sugar Works	Midvale-End of Track Sub-Division 6-I
Welby-Bingham	
Dalton-Lark	Sugar House Spur

4-A. 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 CTC East end Helper Yard and crossover M. P. 627.
6	Provo	Westward Main track, A. B. S. 7007 and end of CTC, M. P. 701.3.

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

5. 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.

5-A. Freight train conductors will arrange for track behind caboose to be observed at intervals between stations for fresh wheel marks that may have been made by the train and take such action as circumstances may warrant.

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 retainers in operative position as required.

Freight trains picking up at Soldier Summit:

Air brake test will be made in accordance with Air Brake Rule 9-C after which retainers 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 must make running test of air brakes as prescribed by Air Brake Rule 11 before passing over the summit of grade at Soldier Summit.

Freight Trains—Soldier Summit to Helper:

Number of Units With Dynamic Brake Operative:	Consist of Train Actual Tons:	Number of Retainers in 10 lb. Position on Forward Portion of Train:
3	2700 to 3750	1/2
3	3750 or more	2/3
4	3600 to 5000	1/2
4	5000 or more	2/3
5	4500 to 6000	1/2
5	6000 or more	2/3

When trains are doubleheaded with two engines, each consisting of 4 or more units having dynamic brake operative on both engines, 6500 actual tons may be handled without use of retainers.

When doubleheading as above, the engineman on the second engine will use dynamic brake to the extent that not over 450 amperes will be shown on transition meter in cab; engineman on leading engine will use dynamic brake to the extent that not over 300 amperes will be shown on transition meter in cab and will then use air brakes necessary to control speed of train.

If engine consists of less than 3 units or dynamic brake is not operative on at least 3 units, retainers must be used as follows:

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

On trains of light loads or mixed loads and empties, retainers must be used in 10 lb. position on all cars except that retainers on six rear cars may be turned down if retaining power is found to be excessive;

On trains consisting of empty cars, retainers on forward one-half (1/2) of train must be used in 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;

Additional retainers must be used, if requested by engineman.

Freight Trains—Soldier Summit to Thistle:

Number of Units With Dynamic Brake Operative:	Consist of Train Actual Tons:	Number of Retainers in 10 lb. Position on Forward Portion of Train:
3	3300 to 3700	20
3	3700 to 4800	1/2
3	More than 4800	All retainers
4	4500 to 5000	20
4	5000 to 6500	1/2
4	More than 6500	All retainers
5	5500 to 6500	1/2
5	More than 6500	All retainers

If engine consists of less than 3 units or dynamic brake is not operative on 3 or more units, retainers must be used as follows:

On trains consisting of coal or ore, retainers will be used in 20 lb. position on all cars, Soldier Summit to Gilluly, and in 10 lb. position, Gilluly to Thistle;

On trains consisting of loaded cars other than coal or ore, retainers will be used in 10 lb. position, Soldier Summit to Thistle;

Trains consisting of mixed loaded and empty cars, retainers will be used in 10 lb. position on all loaded cars, and in 10 lb. position on one-half (1/2) of empty cars, Soldier Summit to Thistle;

Trains consisting of empty cars, retainers will be used 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;

Additional retainers must be used, if requested by engineman.

NOTE: Utah Ry. engines, 300 series, when consisting of 3 units, will be considered the equivalent of 4 units and when consisting of 2 units will be considered the equivalent of 3 units, in the application of above rules pertaining to use of retainers on freight trains.

Inspection Stops:

All Westward freight trains except trains handled by engines 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 freight trains handled by engines 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:

All retainers must be used on descending grade, Rains to Spring Canyon Junction.

Not more than 30 loads will be moved in any train handled by one unit F-7, F-T, F-9 or 1000 H.P. switch engine, and not more than 50 loads when handled by one GP-7, GP-9, SD-7 or SD-9 unit on descending grade, Mutual to Spring Canyon Junction.

When one unit helper engine is used on Spring Canyon Branch, this unit is to remain coupled to rear of caboose on descending grade movement, Mutual (Western) to Spring Canyon yard.

Sub-Division 6-C:

Forward one-half of retainers will be used in 20 lb. position Clear Creek to Scofield, and forward 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 Goshen.

Westward trains must stop at Laguna to cool wheels and inspect train, except when handled by engine having dynamic brake operative.

All retainers must be used on descending grades Goshen Valley Branch and Iron King Spur. Trains of loads from Goshen Valley Branch will stop at Pearl to cool wheels and inspect train, except when handled by engine having dynamic brake operative.

Sub-Division 6-G:

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

Sub-Division 6-J and 6-L:

Trains will use all retainers on descending grades.

RAILROAD CROSSINGS AT GRADE, ABS, CTC AND OTHER SIGNALS

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.	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 derails. Each road governed by own rules and special instructions. Automatic release section has been installed 500 feet west of eastward Interlocking Home Signal on east-

Sub-Division	M. P. Location	Tracks Governed	Remarks
			ward 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&RGW running tracks and U.P. Main track.	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 engines 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 tracks 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. 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. 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	748.9 750.4	D.&R.G.W. main track. and U. P. switch tracks.	Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against U. P. Each road governed by own rules and special instructions. See instructions posted in phone booth. ABS governing move-

Sub-Division	M. P. Location	Tracks Governed	Remarks
			ments 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.
			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-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.

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 special 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 engineman at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and enginemen, 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."

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.
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 Union Pacific and for Rio Grande movement. Signal will show green for approaching movement and red against approaching movement. Rio Grande crews may use crossing without stopping provided it is seen to be clear. Union Pacific crews will stop and line for their movement if no Rio Grande movement is in evidence.

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. Eastward Utah Railway trains leaving Main track at Utah Railway Junction enroute Martin will be governed by Rule 515 at ABS 6288-E.

6-B. ABS 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 Kyune.

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 ABS.

OPERATION AT HELPER

6-C. Operator Helper controls all positive ABS 6253 to 6258 inclusive, and dual controlled spring derail with two position signal governing eastward movements through derail to Snake Lead as directed by Dispatcher Grand Junction.

Following dual controlled switches are normally operated by operator at Helper:

Both ends of crossover at Spring Glen; normal position for Spring Glen Yard.

Both ends of Crossover at end of Two Main Tracks and both ends of Crossover between westward Main Track and No. 1 lead.

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 6258F, 48 seconds before operator can position dual controlled switches for departure.

Eastward trains departing from lower train yard or from High or Coal Yard must communicate with operator when ready to depart and from High or Coal Yard must occupy release section one minute before operator can position dual controlled spring derail to enter snake lead.

When proceed indication is displayed it is authority to proceed to Spring Glen on independent lead and there be governed by indication of controlled ABS.

Westward ABS 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 ABS 6257-F has two signals. Upper signal governs unrestricted route to Westward main track, lower signal when displaying Lunar indication will be authority for trains 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 ABS 6257-FS and Eastward ABS 6258-F will normally display a Lunar indication. When displaying "STOP" it indicates there is an Eastward or Westward train approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

When positive ABS-W, 6273-WA or 6273-WB Kenilworth Jct. controlled by operator Helper displays proceed indication it is author-

ity for trains to proceed to "Beginning of CTC" Lynn on Westward main track on the time of first class or preference train if movement is to be continuous.

OPERATION LYNN TO WEST END KYUNE INCLUSIVE

6-D. Positive ABS 6321W at Lynn, 6387W, 6387E, 6388W, 6388E, 6388EA East Kyune, 6399WA, 6399W, 6400W and 6400E West Kyune controlled by operator Soldier Summit.

Both main tracks between Colton and Helper are signalled for normal and reverse movements.

Dual Controlled Switch on Westward Main Track at East end Kyune siding normally operated by operator, Soldier Summit. Speed through turnout 15 M.P.H.

Inside switch at East end Kyune siding is a spring switch normally lined for movement to Eastward Main Track.

Eastward Positive ABS 6388EA, East end Kyune siding, also governs movement to Westward Main Track when inside spring switch has been lined for movement to Westward Main Track.

Westward Positive ABS 6387E, governing reverse movements on Eastward Main Track at East switch Kyune, has an additional signal which when illuminated will display the letter "S" and indicates train must take siding and is authority to hand operate spring switch.

When lower signal on Eastward Positive ABS 6400E, West Kyune, displays the letter "S" it indicates train must take siding and is authority to operate hand throw switches to enter siding.

Eastward Positive ABS 6400W, governing reverse movements on Westward Main Track at West switch Kyune, has an additional signal which when illuminated displays the letter "S" and indicates train must take siding and is authority to hand operate spring switch.

When upper signal on Eastward ABS 6400E, West Kyune, displays proceed indication it is authority to proceed on Eastward Main Track to positive ABS 6388E, East Kyune, and when positive ABS 6388E displays proceed indication it is authority to proceed on Eastward Main Track to Helper on the time of first-class or preference trains if movement is to be continuous.

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

When Westward Positive ABS 6399W or 6399WA, West Kyune, display proceed indication it is authority to proceed on Westward Main Track to Soldier Summit on the time of first-class or preference trains.

OPERATION AT SOLDIER SUMMIT

When Eastward trains or engines receive a proceed indication on positive ABS at East end Soldier Summit it is authority to proceed to Kyune on Eastward-Main Track on the time of first-class or preference trains if movement is to be continuous 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 trains.

ABS 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.

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 ABS 6528 and the viaduct no indication will be displayed by this indicator.

OPERATION GILLULY TO WEST END THISTLE

6-E. Eastward ABS 6616, West end Gilluly, has two additional signals on ABS which, when illuminated, display the letter "T" or "S". When "T" is illuminated it is authority for Eastward trains to proceed on Eastward Main Track on the time of first-class or preference trains.

When "S" is illuminated it indicates train must take siding.

Westward ABS 6717, east end Narrows siding, has an additional signal on ABS 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.

Positive ABS 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 ABS 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.

OPERATION EAST SPRINGVILLE TO EAST ROPER

6-F. Westward Positive ABS 6947 and Positive ABS 6947-A at Springville Cannery Spur, Westward Positive ABS 6955-E and Positive ABS 6955-EA at switch to main track, Sub-Division 6-E, Westward Positive ABS 6955-W and Eastward Positive ABS 6958 are controlled by the Operator at Provo.

When Positive ABS 6958, Positive ABS 6955-EA or Positive ABS 6947-A displays a proceed or approach 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 Positive ABS 6955-EA display a proceed or approach indication and crossover at M. P. 695.7 is lined for movement from Eastward to Westward track it is authority to proceed through crossover to Provo on Westward track.

Positive ABS 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 ABS 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 Pipe Mill, 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, 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 ABS 7072F, on Geneva Steel Plant Lead.

All other main track switches are hand operated.

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

OPERATION SALT LAKE CITY TO CLEARFIELD

6-G. Westward ABS 7531 and Eastward ABS 7546 have additional signals on mast and when illuminated will display Lunar "S". Trains receiving this signal must take siding at Woods Cross. When upper signal on Eastward ABS 7546 displays proceed or approach 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. ABS 7504 north Salt Lake is a positive signal.

6-H. There are no intermediate signals between Layton and Clearfield.

Westward train occupying main track at 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 ABS.

OPERATION AT 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.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains consisting of streamlined equipment may be operated at a speed of five (5) 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. The standard brake pipe pressure for these trains is 110 lbs. and any engines used must have feed valve adjusted for this pressure; These trains will carry 200 pounds steam train line pressure; Rear red and white lights will not be used. Trainmen will see that they are turned off before departing Salt Lake City.

LIVESTOCK ATTENDANTS

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."

CLEARANCES

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.....	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.....		Main Street, Spanish Fork on California Packing Co. Spur—Traffic signal.
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.

TRAIN SPEEDS

10. The speed of trains should be so restricted that absolute safety will be assured.

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

Speed restrictions governing freight trains govern the speed of mixed trains.

Where other speed restrictions do not prohibit, Diesel locomotives running light or with all steel caboose only may be operated in ABS limits at a maximum speed of sixty (60) M.P.H., but will not exceed the maximum speed authorized for passenger trains.

Trains consisting of passenger equipment cars and all-steel caboose will be governed by passenger train speed restrictions.

ZONE SPEEDS	Passenger	Freight Trains	
	Trains	Miles per Hour	Coal & Ore
	Miles per Hour		
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	50	50
Lynn to Helper (Eastward).....	30	15	20
Soldier Summit to Gilluly (Westward).....	30	15	15
Gilluly to Detour (Westward).....	30	20	20
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	50	50
Mile Post 702.5—Endot.....	70	50	50
Endot—Salt Lake City.....	65	50	50
Salt Lake City—Mile Post 754.....	60	55	55
Mile Post 754—Mile Post 755.....	55	50	50
Mile Post 775—Transfer.....	60	55	55
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

ZONE SPEEDS	Pass. Trains	Freight Trains	
	Miles per Hour	Coal & Ore	Other
Sub-Division 6-C	15	15	15
Sub-Division 6-D			
M. P. 1-44	35	25	25
M. P. 44-86	40	30	30
M. P. 86-132.2	35	25	25
Moroni Spur	---	15	15
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			
Descending Bingham to Welby	12	12	12
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	12	12	12
Sub-Division 7-A	12	12	12

All Sub-Divisions, except where Zone Speeds require lower speed:

Thru Spring Switches at Independent Lead in east end Helper yard, Kenilworth Jct.; east and west ends Kyune; Soldier Summit crossovers east and west ends at MP 650.3, 650.4, 651.8; Gil-luly; Detour; east switch to eastward siding Narrows; Rio; Thistle; East Roper; Transfer	15	15	15
Thru Dual Controlled Switches 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 Pipe Mill, east and west ends American Fork, Mesa and River-ton; 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
Over U.P. Crossing, M.P. 698.9	60	50	50
Over U.P. crossing M. P. 705.7	50	50	50
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	40	40	40
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
Geneva Steel Plant Yard	10	10	10
Siding over Sugar St. Crossing, Midvale	8	8	8

Maximum speeds permissible in any service by various classes of power and equipment, as follows:	Miles per Hour
Diesels 600, 601	75
Diesels 548, 552-554	70
Diesels 5100-5113, 5200-5204, 5300-5314, 5901-5924, 555-577	65
Diesels 120-123, 150-152	60
Diesels 66-74, 100-119	50
Diesels 540-547, 549-551	40
Diesels 38-43, Steam Derricks	35
Diesels 540-547, 549-551 Dead in train	40
Clam shells, pile drivers, scale test cars, 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.

Freight trains consisting of more than one-third coal or ore, will be restricted to coal and ore speed Soldier Summit to Thistle and Kyune to Lynn.

10-B. City ordinance speed limits as follows:

STATION	Miles per Hour
Helper	35
Springville	30
Provo	30
American Fork	30
Lehi	30
Midvale (Sub-Divisions 6-I, 6-J)	15
Mt. Pleasant	12
Murray	30, crossings 20 miles per hour
Salt Lake City, 9th So. to 5th No. Streets	25
Ogden Passenger	30
Ogden Freight	15

MEDICAL ATTENTION AND REPORTS

11. MEDICAL TREATMENT OF PASSENGERS. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In cases of injury the doctor submits his bill and report to Assistant Chief Claim Agent, Salt Lake City. For convenience, the following doctors at principal points are suggested, but if they are not available, any physician may be called:

Name	Location
Ervin A. Hinds, M.D., Chief Surgeon	Denver
M. C. Lindem, M.D., Assistant Chief Surgeon	Salt Lake City, Utah
E. V. Long, M.D.	Salt Lake City
W. L. Chambers, M.D.	Salt Lake City
L. S. Parkinson, M.D.	Salt Lake City
A. R. Demman, M.D.	Helper

11-A. Suggested hospitals for the care of injured passengers are located as follows, but when expedient any hospital may be used:

Name	Location	Price
St. Marks	Salt Lake City	
City-County Hospital		

11-B. MEDICAL TREATMENT OF EMPLOYEES. Care of sick and injured employees is rendered by Hospital Association doctors, located as follows:

Name	Location	Name	Location
Robert E. Jones	Salt Lake City	C. M. Smith	Provo
Grant Southwick	Salt Lake City	J. J. Weight	Provo
A. R. Demman	Helper	Ralph Jorgenson	Provo
O. W. Phelps	Helper	Milo C. Moody	Spanish Fork
J. J. Dalpaiz (Dentist)	Helper	Thomas M. Hall	Payson
O. W. Hardy	Clear Creek	G. S. Richards	American Fork
S. B. Rigby	Fairview	E. Eddington	Lehi
D. C. Rigby	Moroni	H. C. Jenkins	Bingham
H. B. McQuarrie	Ephraim	Val Sundwall	Murray
H. J. Davidson	Manti	G. S. Diumentti	Bountiful
Rae E. Noyes	Salina	N. Z. Tanner	Layton
H. A. Dewey	Richfield	C. L. Rich	Ogden
W. R. Worley	Richfield	E. W. Pugmire (Oculist)	Ogden
C. W. Judd	Springville	E. B. Thatcher (Dentist)	Ogden
W. G. Biesinger	Springville		

11-C. Assigned hospitals of the Hospital Association are located as follows:

Name	Location
St. Marks.....	Salt Lake City
Holy Cross.....	Salt Lake City
Dee Memorial.....	Ogden
St. Benedict.....	Ogden

11-D. When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or other 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, any of the doctors listed in Rule 11 may be called. The doctor should 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-E. Parties calling doctors should explain fully as possible the nature of the injuries so that the doctor may know what equipment to bring with him.

11-F. 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 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).

Form 3949—Break-in-two report (Enginemen and Conductors).

CONDITIONAL 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
625.7	Helper-East end Independent lead	Independent Lead
627.4	Helper-Westward lead Kenilworth Jct.	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
660.2	Gilluly-East end siding	Eastward 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
753.2	East Switch Woods Cross	Main Track
780.1	Transfer-New Lead	Lead Track

DUAL CONTROLLED SPRING SWITCHES

625.8	Helper	Snake Lead
650.4	Soldier Summit East Yard Lead	Safety Derailing Track

13-A. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Miles from Denver	Points	Miles from Denver	Points	Miles from Denver	Points
626.0	Trailing.	651.8	Facing.	695.7	Trailing.
626.6	Trailing.	665.0	Facing.	695.7	Facing.
627.0	Facing.	666.1	Trailing.	699.2	Facing.
628.8	Trailing.	671.6	Trailing.	699.9	Trailing.
629.6	Facing.	672.7	Facing.	700.4	Trailing.
630.1	Trailing.	675.9	Facing.	700.9	Trailing.
630.6	Trailing.	677.1	Trailing.	701.0	Facing.
631.2	Facing.	680.0	Facing.	707.1	Trailing.
631.8	Trailing.	680.7	Facing.	707.1	Facing.
644.7	Trailing.	681.0	Trailing.	734.0	Facing.
650.3	Trailing.	682.3	Trailing.	735.9	Trailing.
650.8	Facing.	682.3	Facing.	740.8	Facing.
651.2	Facing.	688.6	Trailing.	742.5	Facing.
651.6	Trailing.	688.6	Facing.		

WATER TANKS OR CRANES BETWEEN STATIONS

14. Sub-Division 6, located Mill Fork, M. P. 669.8.

AUXILIARY LINES

15. The following are auxiliary lines:

Colton	Sub-Division 6-C	Midvale	Sub-Division 6-J
Thistle	Sub-Division 6-D	Welby	Sub-Division 6-K
Springville	Sub-Division 6-E	Dalton	Sub-Division 6-L
Provo	Sub-Division 6-G		

HEADLIGHTS ON DIESEL ENGINES

16. Headlights of diesel engines must be kept burning during daylight hours when in road service except when necessary to comply with operating rules 17-B, 17-C and 570.

HANDLING UNRULY PASSENGERS

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.

DESIGNATION OF TRACKS, POSITION OF SWITCHES RESTRICTIONS OF TRACKS

18. 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 yard:

M. Main Track 1-7 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.

18-A. Wye switches Welby lined and locked for Garfield Branch.

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

18-C. 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 Highway crossing, 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 against highway traffic. Movements over this crossing will be made only on his signal.

During foggy and stormy weather when the visibility is poor and between sunset and sunrise, before entering the crossing, movement will be protected by two members of the crew who will proceed in each direction from the crossing a sufficient distance to warn highway traffic that the crossing is blocked, using lighted red fuses for this purpose. Movement across the highway will not start until the flagmen in each direction are in position to stop highway traffic, and will be continuous so that highway will not be blocked by standing equipment if it can be avoided.

18-D. SD-7-SD-9 engines, Series 5300-5314, will not be operated on the following tracks having curvature in excess of 20 degrees:

SPANISH FORK:

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

PROVO:

West Track Keyes Tank.
Sears Roebuck—Pacific Fruit.
SL&U trackage in 5th South Street, including Right Weight Coal.
Dixon Taylor Russell.
Anderson Lumber Company.

SALT LAKE CITY:

On 4th West Passenger Line:
Utah Co-op Assn.—13th So. St.
Allied Metals Co.—10th So. St.
All Industrial tracks off 4th West St. trackage between
9th So. St. and 4th So. St.

W. H. Bintz—Chevrolet Track.
W. P. track to Rio Grande Lumber Company.

On 8th South Track:
Portland Cement Co.
Utah Junk Co.
Galigher Machinery Co.
Utah Oil Co. Warehouse.

On 5th West Line and Old Yard:

Morris Kirk Co.
Structural Steel & Forge Co.
Burbidge Coal Co.
Eimco Corporation
Utah Ice & Cold Storage.
Salt Lake Mattress Co.
Security Storage Warehouse.
Porter Macaroni Company.
North track thru LDS Coal Yard:
Continental Oil Co.
General Electric Diesel track.
Old Deer Creek Coal Yard.
Industrial Track (Old SL&U).-

From 17th So. to 13th So. St.:
Consolidated Freightways.
Kraft Foods.
Allen Steel Company.
Washington St. Dock Track.
Patek & Co.

MURRAY:

Fire Clay.

SUGAR HOUSE SPUR:

Anchor Lumber Co.—Western Machine.
Lennox Furnace Company.
Deseret Lumber Company.
Hygeia Ice Company.
Sugar House Lumber Company.
East track Interstate Brick Yard.

OGDEN:

Ken's Salvage.
Western Junk—Lowe Company.
Consolidated Coal Co.
Track south of Utah Ice & Cold Storage Co.
American Can Co.

18-E. Center Siding at Gilully:

Westward trains use this siding only when authorized by dispatcher.

18-E. Tracks not shown as stations in Time-Table:

NAME	Station Numbers	Mile	Car Capacity	Switch Connection
SUB-DIVISION 6				
Kentworth Junction.....	9030	627.4	Yard	West
Lynn.....	9047	631.9	130	East
Mill Fork.....	9064	669.9	11	West
Ironton { Republic Creosoting Co. { Columbia Steel Co. { Pacific States Cast Iron Pipe Co. }	9308	698.2	Yard	E. & W.
Gatex.....	9316	704.2	Yard	East
Scalley.....	9315	704.6	21	East
Wing.....	9320	712.3	18	E. & W.
Lehi Industry Track.....	9324	717.0	33	E. & W.
Smelter.....	9336	737.4	82	E. & W.
Fire Clay, Westward Track.....	9340	739.0	27	East
Dunford, Westward Track.....	9346	740.8	10	East
Sugar House.....	9710	742.5	Yard	West
SUB-DIVISION 6-C				
Monay Coal Co.....	9156	13.8	22	West
SUB-DIVISION 6-D				
Moroni.....	9234	52.8	Yard	East
Larsen.....	9231		Yard	East
Gunnison Sugar Factory.....	9254	75.0	Yard	West
Ivie—Mill Spur.....	9270	90.2	12	West
Ivie—Beet Spur.....	9270	90.3	17	East
Gurr (Jumbo Mill Spur).....	9276	97.1	9	West
Jumbo Mill.....	9276	97.8	Yard	West
Gramse.....	9282	101.6	40	E. & W.
Silver.....	9287	107.4	14	East
SUB-DIVISION 6-E				
Spanish Fork Sugar Factory.....	9409	5.1	93	E. & W.
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	23	West
Chief Con. Mine.....	9464	38.4	60	West
Godiva (Eagle and Blue Bell Spur).....	9456	0.7	20	East
Goshen.....	9428	22.1	6	East
SUB-DIVISION 6-G				
North Provo.....		1.7	14	E. & W.
Provo Pressed Brick Works.....	9508	2.1	15	West
SUB-DIVISION 6-H				
Lakeview.....	9555	2.0	5	East
SUB-DIVISION 6-J				
U. S. Smelter.....	9332	0.5	Yard	West
West Jordan Milling Co.....	9622	0.9	8	West
Robbe.....	9634	9.5	2	East
Kennecott Corpn. Interchange.....	9630	11.9	Yard	East
SUB-DIVISION 6-K				
Bacchus Spur.....	9672	6.1	Yard	West
Sands Spur.....	9681	15.3	Yard	West
Utah Refinery.....	9679	15.3	Yard	East
SUB-DIVISION 6-L				
Snyder.....	9629		9	E. & W.
SUB-DIVISION 7				
Layton Sugar Works.....	9842	768.0	150	West
Ogden Sugar Works.....		779.5	146	East
Evona.....	9884	779.9	30	East
SUB-DIVISION 7-A				
Hooper Sugar Works.....	9872	8.5	99	West
Hooper Canning Works.....	9874	8.6	21	West

DOUBLEHEADING AND PLACING OF HELPER ENGINES IN TRAIN

19. Helper Engines:

Westward Freight Trains Helper to Soldier Summit:

Coal Trains:

On coal trains when helper engine consists of 4 units or less, it will be cut in ahead of caboose and rear enders. If helper engine consists of more than 4 units, it will be cut in train ahead of 2900 tons.

Redball and Empty Trains:

On trains consisting of more than 70 cars or more than 3300 actual tons, helper engine will be cut in ahead of caboose and rear enders.

On trains consisting of less than 70 cars and less than 3300 actual tons, helper engine may be placed ahead of road engine.

Eastward Freight Trains Thistle to Soldier Summit:

If tonnage exceeds 4000 adjusted tons, helper engine will be cut in ahead of caboose and rear enders.

Trains consisting of less than 4000 adjusted tons will be double-headed.

General:

SD-7 and SD-9 Class Engines must not be placed immediately behind other type units when used in multiple unit service as helper engines.

When one unit of FT, F3, F7, or F9 engine is used to doublehead another engine in freight service, the single unit engine must be placed behind the other engine.

When stops are made on ascending grade with helper engine cut in or on rear of train, enginemen will be governed by Air Brake Rules 12-J to 12-N, inclusive.

When engines are equipped with radio, the radio should be used to coordinate movements.

JOINT OPERATIONS

20. 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.

20-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.

20-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. 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."

20-C. 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.

20-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.

20-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.

20-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.

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, when 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 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.

20-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. operating rules, while working in these territories.

Union Pacific Operating Rules 103(C), 103(D) and 105, and Special Rules 104(V) and 104(W):

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 (V). 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, stopping before fouling adjacent main track.

Entering Second South Street westward from Pedro 1 or Pedro 2 tracks, remain clear of crossover 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 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 (W). 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.

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 cross-over, unless proceed signal is received from Fifth North Switchtender.

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

302-B. 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."

20-H. OUR&D Co. Time Table and rules apply between Ogden and Transfer.

MISCELLANEOUS

21. In freight service, fireman (helper) will patrol engine room as frequently as conditions require after which he will immediately return to his proper place in the control room of the operating unit. He is responsible for operating conditions, observance of signals, etc., only when he is in the control unit.

21-A. Train, Engine and Yard service employes are required to have their watches adjusted in event there is a variation of 30 seconds or more at time of comparison.

21-B. Engines or cars will not be left unattended on the Spring Canyon Branch main track.

21-C. When GP7, GE7, SD7, GP9 or SD9 engines are being operated together or coupled with other freight units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

Open Hours of Train Order Offices

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

LOCATIONS

SIGNAL MAINTAINERS			LOCAL WATCH INSPECTORS	
Headquarters	Signal District		Name	Location
	From	To		
Helper	ABS 6246	ABS 6387	L. C. West & Sons..	Ogden
Soldier Summit	ABS 6387	ABS 6615	H. B. Miller & Co.....	Salt Lake City
Thistle	ABS 6615	ABS 6885	G. H. Heindselman	Provo
Provo	ABS 6885	ABS 7197	Woody Jewelry	Store.....
Midvale	ABS 7197	ABS 7360		Helper
Salt Lake City	ABS 7360	ABS 7504		
Clearfield	ABS 7505	ABS 7812		

Adjusted Tonnage Ratings and Car Limits

FROM	TO	Class F9-GP9 577		Class FT-F7 540-547		Class SD-9		Class SD-7		Class GP-7		Adjustment Factor
		Tons		Tons		Tons		Tons		Tons		
		5901-5954		549-551 555-576		5305-5314		5300-5304		5100-5113		
Helper.....	Kyune.....	3120		2900		1240		1150		712		3
Kyune.....	Soldier Summit.....	7100		6600		2900		2700		1625		3
Provo.....	Thistle.....	9200		8600						2150		3
Thistle.....	Soldier Summit.....	3800		3550		1540		1400		862		3
Provo.....	Geneva.....									4500		8
Salt Lake.....	Ogden.....	12500								2900		8
Ogden.....	Salt Lake.....	12500								2900		8
Keulworth Jet.....	Keulworth.....	2200		2050		1080		1000		510		2
Colton.....	Scofield.....	4100				1520		1415		950		3
Scofield.....	Clear Creek.....	2200				975		900		510		2
Spring Canyon Jet.....	Mutual.....	1720								400		
Midvale.....	Welby.....	4300				1240		1150		1000		2
Welby.....	Dalton.....	3300				975		900		770		2
Dalton.....	Copperton.....	2200				820		760		520		1
Copperton.....	Bingham.....	1500								350		
Garfield.....	Welby.....	9000				2800		2600		2100		
Provo.....	Hale.....	5400				3100		2300		1250		3
Hale.....	Heber.....	3650				1460		1350		850		3
Springville.....	Santaquin.....	7800				2800		2600		1800		5
Goshen.....	Santaquin.....	7800				2800		2600		1800		5
Goshen.....	Knightsville.....	1730				700		650		400		1
Eureka.....	Knightsville.....	3450								800		2
Pearl.....	Dividend.....	1730								400		1
Thistle.....	Hilltop.....	5600				1950		1800		1300		4
Salina.....	Hilltop.....	8200				2900		2700		1900		5

Tonnage ratings shown for FT, F7, F9 and GP9 engines are based on four units. Where more or less than this number is used, tonnage will be figured according to number of units used. Following are ratings for one-unit engine Helper to Castle Gate:

FT-F7-GP7-GP9 900 tons
SD7-SD9 1350 tons

Where different types of units are used on a train, either as train engine or in helping service, the tonnage rating of the lowest rated unit will govern the rating of all units on that train.

Where ratings for GP7 engines are not shown, they will be rated the same as one unit of FT-F7 Class engine.

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

Train consisting of more than one-third cars loaded with coal, ore, or other heavy loads, when handled by 3 or more units with dynamic brake operative—90 cars.

Train consisting of light loads, light loads and empties mixed, or empties, when handled by 3 or more units with dynamic brake operative—110 cars.

If dynamic brake is not operative on at least 3 units, trains of coal, ore, or other heavy loads must not exceed 85 cars and other trains must not exceed 100 cars.