



**Denver and Rio Grande Western  
Railroad Company**

**TIME-TABLE**  
OF THE  
**UTAH DIVISION**

**No.**

**7**

**EFFECTIVE AT 12:01 A. M.  
MOUNTAIN STANDARD TIME  
THURSDAY, JUNE 1, 1967**

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

**JOHN AYER, JR.**  
Vice President - Operations

**J. B. NORWOOD, JR.**  
Asst. Vice President—Operations

**R. E. DAVIS**  
Superintendent

### ASSISTANT SUPERINTENDENTS

J. E. ALLEN ..... Salt Lake City  
W. A. HENDERSON ..... Grand Junction

### TRAINMASTERS

M. M. KANDERIS ..... Ogden  
D. W. POPE ..... Salt Lake City  
J. E. ABERTON ..... Helper  
L. O. FICKLIN ..... Grand Junction

### ASSISTANT TRAINMASTER

J. M. SLOAN ..... Provo

### TERMINAL TRAINMASTERS

S. F. TEZAK ..... Salt Lake City  
R. L. FISHER ..... Grand Junction

### ROAD FOREMEN OF EQUIPMENT

E. R. HOUSE ..... Salt Lake City  
R. G. BUFFALOW ..... Helper  
H. P. KEELE ..... Grand Junction

### CHIEF DISPATCHERS

A. R. JOHNSON ..... Salt Lake City  
Subdivisions 6, 7, 6-E, 6-C, 6-D, 6-F, 6-G, 6-H, 6-J, 6-K,  
6-L and 7-A  
J. K. BROCKETT ..... Grand Junction  
Subdivisions 5, 5-A, 5-B, 16 and 16-A

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.

Salt Lake City, Chief Dispatcher.....486-1937  
Roper, Yard Office.....486-6183  
Roper, Diesel Shop.....486-6376  
Helper, Yard Office.....472-5871  
Grand Junction, Chief Dispatcher.....242-5153  
Grand Junction, East Yard.....242-3893

### RADIO SHOPS: Grand Jet and Roper

### SIGNAL MAINTAINERS

	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 7802

STATIONS	EASTWARD										WESTWARD													
	52	36	48	42	34	54	75	71	99	95	61	97	88	83	87	87	83	88	97	61	95	99	71	75
North Yard.....	600P	900A	900A	800A	630P	800P			800P	645P	500P	1201P	1100A	600A	430A	430A	600A	1100A	1201P	500P	645P	800P		
Bond.....	100P	510A	400A	200A	235P	140P			125A	1045P	930P	520P	250P	1000A	810A	810A	1000A	250P	520P	930P	1045P	125A		
Pueblo.....	700P	1100A	1100A	1000A	750P	700P																		
Salida.....	700P	820A	800A	630A	520P	430P																		
Minutera.....	415P	585A	430A	230A	250P	155P																		
Grand Junction...	8-835A 6-830A 700A	8-200A 6-150A 1240A	8-1201A 6-1210A 1090P	8-930P 6-1000P 730P	8-1120A 6-1120A 1115A	8-1015A 6-1010A 855A																		
Helper.....	200A	905P	500P	230P	800A	510A			1150A	545A	445A	300A	950P	455P	250P	250P	455P	950P	300A	445A	545A	1150A		
Roper.....	930P 915P	600P	1230P 1100A	900A 730A	500A 435A	145A 135A			400P	200P	200P	700A 200P	100A 120A	800P 120A	540P 555P	540P 555P	800P 120A	100A 120A	700A 200P	600A 200P	850A 200P	400P 555P		
Ogden.....	800P		1000A	600A	340A	1230A			300P	300P	300P	300P	230A	230A	650P	650P	230A	230A	300P	300P	650P	650P		
Delivered to Connection.....	Q 700P RI 900A RI 600P	Q 930A RI 900A MF 1201P	Q 1000A RI 900A MF 1201P	Q 900A RI 800A MF 1100A	Q 700P RI 630P MP 850P	Q 700P RI 600P MP 800P			WP 600P SP 650P	WP 650A SP 300P	WP 900A SP 300P	WP 800A SP 300P	WP 200A SP 230A	WP 900P SP 230A	WP 640P SP 650P	WP 640P SP 650P	WP 900P SP 230A	WP 200A SP 230A	WP 800A SP 300P	WP 900A SP 300P	WP 650A SP 300P	WP 600P SP 650P		

## 4 WESTWARD ▼

## ▲ EASTWARD

FIRST CLASS 17 California Zephyr	Station Number	Mile Post	Subdivision 5 Stations		Capacity of Siding	FIRST CLASS 18 California Zephyr
			TIME-TABLE No. 7 June 1, 1967			
Leave Daily						Arrive Daily
3 55PM	5000	449.6	CENTRALIZED TRAFFIC CONTROL	GRAND JCT.....R	Yard	11 10AM
	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		6.8 CISCO.....WY	91	
	9930	510.5		6.1 WHITEHOUSE.....	123	
	9932	515.6		5.1 ELBA.....	104	
	9934	520.7		5.1 SAGERS.....	149	
s 5 15	9938	528.1		7.4 THOMPSON.....WY	137	s 9 45
	9940	533.8		5.7 BRENDEL.....J	96	
	9942	540.4		6.6 FLOY.....	112	
	9944	546.9		6.5 SOLITUDE.....	150	
	9950	555.2		8.3 GREEN RIVER.....Y	N133	
	9003	561.5		6.3 SPHINX.....	S 98 116	
	9004	567.6	6.1 DESERT.....	115		
	9006	574.2	6.6 CLIFF.....	115		
	9008	581.4	7.2 WOODSIDE.....	123		
	9010	586.6	5.2 GRASSY.....	118		
	9012	593.1	6.5 CEDAR.....W	114		
	9014	599.3	6.2 VERDE.....	98		
	9016	603.2	3.9 MOUNDS.....J	111		
	9021	611.1	7.9 EAST WELLINGTON.....	185		
	9022	613.0	1.9 WELLINGTON.....	117		
s 6 50	9026	619.1	6.1 PRICE.....WY	E120 W 81	s 8 15	
	9028	622.1	3.0 MAXWELL.....	114		
7 05PM	9032	626.4	4.3 HELPER.....DNRBK	Yard	8 03AM	
Arrive Daily			(176.8)		Leave Daily	

## WESTWARD ▼

## ▲ EASTWARD 5

FIRST CLASS 17 California Zephyr	Station Number	Mile Post	Subdivision 6 Stations		Capacity of Siding	FIRST CLASS 18 California Zephyr
			TIME-TABLE No. 7 June 1, 1967			
Leave Daily						Arrive Daily
7 08PM	9032	626.4	CTC 2 MAIN TRACKS	HELPER.....DNRBK	Yard	8 00AM
	9038	628.8		2.4 UTAH RY JCT.....J	W72	
	9044	630.4		1.6 CASTLE GATE.....	Yard	
	9050	638.9		8.5 KYUNE.....W	102	
	9054	644.4		5.5 COLTON.....WJ	Yard	
	9056	651.4		7.0 SOLDIER SUMMIT.....WY	N152 S156	
8 08	9060	661.0		4.6 GILLULY.....	150	
8 16	9062	665.6		4.6 DETOUR.....	E103	6 48
8 25	9066	672.2		6.3 NARROWS.....	E116	6 39
8 33	9068	676.5		4.3 RIO.....	E108	6 30
8 39	9070	680.9		4.4 THISTLE.....DNBJKWY	W145 E123	6 23
8 55	9302	695.8		14.9 SPRINGVILLE.....J		6 06
		698.9		3.1 U.P. CROSSING.....		
s 9 05	9310	701.1		2.2 PROVO.....RDNBFJKOSWY	Yard	s 6 00
		705.7		4.6 U.P. CROSSING.....		
	9317	707.2		1.5 GENEVA.....		
	9319	708.4		1.2 PIPE MILL.....		
	9321	713.7		5.3 AMERICAN FORK.....	175	
	9325	720.3		6.6 MESA.....	150	
	9328	728.6		8.3 RIVERTON.....	130	
	9329	733.2	4.6 ENDOT.....			
	9332	734.9	1.7 MIDVALE.....RWY	Yard E143		
9 45		740.7	5.8 EAST ROPER.....			
	9850	742.5	1.8 ROPER.....DNRBK	Yard		
		744.2	1.7 U.P. CROSSING.....			
10 00PM	6000	745.1	0.9 SALT LAKE CITY.....BR	Yard	5 10AM	
Arrive Daily			Eastward 119.7 Westward 118.7		Leave Daily	

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.

## 6 WESTWARD ▼

## ▲ EASTWARD

Station Number	Mile Post	Subdivision 7 Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
6000	745.1	SALT LAKE CITY.....BK	Yard
	745.5	0.4 GRANT TOWER.....	
	748.7	3.2 U.P. CROSSING.....	
	750.3	1.6 U.P. CROSSING.....	
9824	753.9	3.6 WOODS CROSS.....	150
9847	770.4	16.5 CLEARFIELD.....	150
	771.3	0.9 U.P. CROSSING.....	
	779.3	8.0 O.U.R. & D. CROSSING.....	
9886	781.1	1.8 TRANSFER.....DNRB	Yard
9886	782.0	0.9 OGDEN.....	

## SUNNYSIDE BRANCH

Station Number	Miles from Mounds	Subdivision 5-A Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9106	17.5	SUNNYSIDE.....RWY	Yard
9104	13.2	4.3 COLUMBIA JCT.....JY	120-120
9101	5.8	7.4 BANNING.....	85
9016		5.8 MOUNDS.....J	Yard

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

## CANE CREEK BRANCH

Station Number	Miles from Brendel	Subdivision 5-B Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9943	35.8	POTASH.....	
9941	28.5	7.3 EMKAY.....	10
9939	21.3	7.2 SEVEN MILE.....	Yard
9940		21.3 BRENDEL.....J	

## SPRING CANYON BRANCH

Station Number	Miles from Spring Canyon Junction	Subdivision 6-B Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9130	5.0	SPRING CANYON.....	
9034		5.0 SPRING CANYON JCT.....	

## PLEASANT VALLEY BRANCH

Station Number	Miles from Colton	Subdivision 6-C Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9170	21.1	CLEAR CREEK.....	
9156	15.2	5.9 SCOFFIELD.....	
9054		15.2 COLTON.....	Yard

WESTWARD ▼ MARYSVALE  
BRANCH ▲ EASTWARD 7

Station Number	Miles from Thistle	Subdivision 6-D Stations TIME-TABLE No. 7 June 1, 1967	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 ELSNORE.....	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.....DNFKWY	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
9251	60.8	12.1 MANTI.....	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.....DNBJKWY	Yard

## TINTIC BRANCH

Station Number	Miles from Springville	Subdivision 6-E Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9438	33.8	IRON KING.....	9
9437	33.6	0.2 EUREKA STANDARD.....	19
9436	32.4	1.2 BURGIN.....	18
9437	31.3	1.1 FLOLA.....	
9435	27.5	3.3 PEARL.....Y	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		8.3 SPRINGVILLE.....J	Yard

**PROVO CANYON**  
**8 WESTWARD** ▼ **BRANCH** ▲ **EASTWARD**

Station Number	Miles from Provo	Subdivision 6-G Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9544	27.9	HEBER..... Y	Yard
9542	24.2	3.7 CHARLESTON.....	13
9541	17.2	7.0 WALLSBURG.....	24
9310	.....	17.2 PROVO..... DNBFIKORSWY	Yard

**OREM BRANCH**

Station Number	Miles from Provo Jct	Subdivision 6-H Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9570	6.2	OREM.....	Yard
9564	4.8	1.4 SNOW.....	Yard
9313	.....	4.8 PROVO JCT..... J	Yard

**BINGHAM BRANCH**

Station Number	Miles from Midvale	Subdivision 6-J Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9632	11.9	COPPERTON.....	.....
.....	7.5	4.4 DALTON JCT..... J	.....
9624	5.1	2.4 WELBY..... JY	47
9622	2.0	3.1 WEST JORDAN.....	23
9332	.....	2.0 MIDVALE..... JWY	Yard

**GARFIELD BRANCH**

Station Number	Miles from Welby	Subdivision 6-K Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9676	12.8	MAGNA.....	.....
9670	6.0	6.8 KEARNS.....	9
9624	.....	6.0 WELBY..... JY	47

**LARK BRANCH**

Station Number	Miles from Dalton Jct	Subdivision 6-L Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9628	5.5	LARK.....	Yard
.....	.....	5.5 DALTON JCT..... J	.....

**HOOPER BRANCH**

Station Number	Miles from Roy	Subdivision 7-A Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
9876	4.0	HOOPER.....	Yard
9864	1.1	2.9 BARTON.....	30
9854	.....	1.1 ROY.....	.....

**MONTROSE BRANCH**  
**WESTWARD** ▼ **BRANCH** ▲ **EASTWARD** 9

Station Number	Mile Post	Subdivision 16 Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
2650	351.5	<b>MONTROSE</b> ..... DNBX	Yard
2644	356.9	5.4 ROE.....	15
2638	362.2	5.3 OLATHE..... D	15
2634	367.5	5.3 CHIPETA.....	23
2630	372.8	5.3 DELTA..... DBJKWY	Yard
2624	377.5	4.7 ROUBIDEAU.....	60
2616	391.0	13.5 DOMINGUEZ.....	38
2614	397.7	6.7 BRIDGEPORT.....	89
2608	411.8	14.1 WHITEWATER.....	38
5000	424.3	12.5 <b>GRAND JCT</b> ..... DNRBJK	Yard

**NORTH FORK BRANCH**

Station Number	Mile Post	Subdivision 16-A Stations TIME-TABLE No. 7 June 1, 1967	Capacity of Siding
2740	415.3	SOMERSET..... W	Yard
2728	405.9	9.4 <b>PAONIA</b> ..... D	26
2718	397.8	8.1 HOTCHKISS..... Y	21
2714	392.5	5.3 ROGERS MESA.....	62
2712	385.5	7.0 PAYNE.....	28
2710	380.9	4.6 AUSTIN.....	14
2708	379.8	1.1 SAXTON.....	59
2630	372.8	7.0 DELTA..... DBJKWY	Yard

**Tracks Not Shown as Stations in Time-Table**

Name	Mile Post	Station Number	Car Capacity	Switch Connection
<b>Subdivision 5</b>				
Gilsonite.....	463.8	2809	65	E. & W.
Loma.....	465.2	2810	40	E. & W.
<b>Subdivision 5-A</b>				
Dragerton.....	14.2	9105	10	E. & W.
<b>Subdivision 5-B</b>				
.....	10.3	.....	12	E. & W.
.....	18.3	.....	12	E. & W.
<b>Subdivision 6</b>				
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	15	East
Pipe Mill Spur.....	710.1	9319	94	West
Lehi.....	717.0	9324	4	East
Nash.....	722.8	9326	195	West
Bestway Lumber, Eastward Track	734.2	9336	6	East
Newcastle Industry, Eastward Track.....	736.4	9336	4	East
Sampler, Westward Track.....	737.4	9336	92	E. & W.
Murray, Eastward Track.....	738.4	9336	Yard	East
Boise Cascade Lumber, Westward Track.....	738.6	9336	3	West
Titan Steel, Eastward Track.....	738.9	9336	4	East
Fire Clay, Westward Track.....	739.0	9340	27	East
Peppas Lumber, Eastward Track..	740.5	9352	4	East
Sugar House.....	742.5	9710	Yard	West

**10 Tracks Not Shown as Stations in Time-Table  
(Continued)**

Name	Mile Post	Station Number	Car Capacity	Switch Connection
<b>Subdivision 6-D</b>				
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
<b>Subdivision 6-E</b>				
Spanish Fork Sugar Factory.....	5.1	9409	93	E. & W.
Townsend.....	17.3	9423	13	E. & W.
Goshen.....	22.1	9428	6	East
Elberta.....	25.1	9432	20	E. & W.
<b>Subdivision 6-G</b>				
12th North Provo.....	1.9	9506	12	E. & W.
Provo Pressed Brick Works.....	2.1	9508	3	West
Hale.....	5.8	9512	10	E. & W.
<b>Subdivision 6-H</b>				
Lakeview.....	2.0	9555	5	East
Curtis.....	3.8	9558	2	West
Lincoln.....	4.2	9561	9	East
<b>Subdivision 6-J</b>				
U. S. Smelter.....	0.5	9332	Yard	West
Proler Steel Co.....	9.5	9626	Yard	East
Kennecott Corp. Interchange.....	11.9	9630	Yard	East
<b>Subdivision 6-K</b>				
Bacchus Spur.....	6.1	9672	Yard	West
East Magna Spur.....	10.7	9674	8	East
<b>Subdivision 6-L</b>				
Dalton.....	1.4	9626	15	E. & W.
Robbe Spur.....	1.7	9634	Yard	East
Snyder.....	3.5	9629	9	E. & W.
<b>Subdivision 7</b>				
North Salt Lake.....	750.3	9816	Yard	East
Fry.....	752.8	9824	10	East
Layton.....	767.6	9840	47	E. & W.
Layton Sugar Works.....	768.0	9842	90	West
Roy.....	775.1	9854	70	E. & W.
Ogden Sugar Works.....	779.3	9885	Yard	East
Evona.....	779.9	9884	30	East
<b>Subdivision 16</b>				
Colorado Core Co. Spur.....	353.2	2650	6	East
Meade Lumber Spur.....	353.5	2648	4	West
Huff.....	385.0	2617	12	E. & W.
Broughton.....	392.2	2613	10	E. & W.
Peoples.....	394.0	2615	10	East
Ridgeway Spur:				
Vernal.....	358.5	2652	42	E. & W.
Ridgeway.....	377.1	2664	Yard	Yard
<b>Subdivision 16-A</b>				
Beet Track.....	374.0	2702	20	E. & W.
Girling.....	393.3	2716	7	East
White.....	393.4	2716	9	West
Hotchkiss Spur.....	398.7	2718	9	West
Roberts.....	407.2	2730	8	East
Juanita Jct.....	412.0	2738	50	East
Bear Mine.....	416.6	2742	Yard	Yard
Hawkesnest.....	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 a 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	Roper	Trains turning in CTC territory.
6, 7	Salt Lake City	When verbally authorized by train dispatcher.
7	Transfer	Trains turning in CTC territory.

### TRAIN REGISTERS

3. **Thistle** and **Provo** are register stations for originating and terminating trains and helper locomotives. 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, Subdivision 7, will register at **Roper**.

4.

**YARD LIMITS**

Grand Junction (Subdivision 16 only)	Ephraim-West Ephraim Manti
Austin	Gunnison
Hotchkiss	Spearmint
Paonia-Somerset	Redmond
Delta	Salina-Marysville
Olathe	Subdivision 6-E
Montrose	Provo
Subdivision 5-A	Subdivision 6-G
Subdivision 5-B	Subdivision 6-H
Helper	Subdivision 6-J
Subdivision 6-B	Subdivision 6-K
Subdivision 6-C	Subdivision 6-L
Narrows	East Roper-Roper-Salt Lake City
Thistle	Subdivision 7-A
Fairview	Ogden-Transfer
Mt. Pleasant	

**4-A.** Trains have no time-table superiority within limits described below and Operating Rule 93 governs all trains. Trains, 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
6	Salt Lake City	Ninth South St.—ABS 7408W

**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

**AIR BRAKE AND RETAINER OPERATION,  
CAR LIMITS AND INSPECTION STOPS**

5. Freight trains will be considered "Coal" trains if average weight per car is more than 90 actual tons and, in addition, the actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, F-9, GP-9, SD-7, SD-9.....	600 tons
GP-30, GP-35, GP-40.....	900 tons
SD-45 .....	1200 tons

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 4 units of a locomotive on the head end of a train with an SD-45 unit in locomotive consist or on more than 5 units if no SD-45 unit in locomotive consist.

**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 or more unit dynamic brake .....	Beginning at head end of train use retainers on 75% of loaded cars in 20 pound position.

Test of air brakes on trains departing **Sunnyside** 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 brake tests are made and that train brakes apply and release properly before releasing hand brakes.

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
GP-30, GP-35, GP-40.....	1700 tons
SD-7, SD-9, SD-45.....	2500 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, SD-45 .....	60 cars	85 cars
2 or more units SD-7, SD-9, SD-45 ....	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

**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
GP-30, GP-35, GP-40.....	1400 tons	1600 tons
SD-7, SD-9, SD-45 .....	1700 tons	1900 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 Trains
F-7, GP-7, GP-9, F-9.....	1400 tons	1600 tons
GP-30, GP-35, GP-40.....	1500 tons	1700 tons
SD-7, SD-9, SD-45 .....	2100 tons	2500 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 three-unit dynamic brake.....	90 cars
Three unit dynamic brake.....	100 cars
More than three-unit dynamic brake.....	110 cars

#### Subdivision 6-B

5-F. On descending grades 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 helper is used, it must remain coupled to rear of caboose on descending grade movement and dynamic brake may be used on helper locomotive.

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
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-45.....	1300 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**.

### Subdivision 6-E

5-H. Not more than 30 loads may be handled and retainers on all loads must be used in 20 pound position and on all empties in 10 pound position from **Iron King to Pearl**.

#### Subdivisions 6-J and 6-L

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

F-7, GP-7, GP-9, F-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-45.....	1300 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.
6	744.2	D. & R. G. W. Main track and U. P. Main track.	

(continued  
on page 16.)



Sub-div	MP	Tracks Governed	Remarks
6	744.2	(continued)	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.
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.
7	748.7 750.3	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 movements from Standard Oil Spur, Cudahy Spur, and Ogden Sugar Works M.P. 779.3 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.

Sub-div	MP	Tracks Governed	Remarks
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	779.3	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. 748.7.
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 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.
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.

## 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 at Grand Junction

**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 locomotives must occupy release section approaching Positive ABS 4487-FE one minute before train 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, train 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 unnecessarily 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 at Bacchus Spur

**6-J.** Trains entering Kennecott Corporation track MP 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:

Derail located 287 feet west of building No 2241 normally lined for derailling position, is locked with private lock when trucks are being loaded or unloaded. Barricades with flashing warning lights, on track indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.

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

## TRAIN SPEEDS

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

## ZONE SPEEDS

ZONE SPEEDS	Passenger MPH	Freight MPH
<b>Subdivision 16</b>		
Montrose-Grand Junction .....		30
Montrose-Ridgway .....		15
<b>Subdivision 16-A</b>		
Delta-Bridge 380.19 .....		35
Bridge 380.19-MP 408 .....		20
MP 408-Somerset (Eastward) .....		20
Somerset-MP 408 (Westward) .....		12
<b>Subdivision 5 except as</b>		
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
MP 452—MP 534 .....		70

## ZONE SPEEDS

ZONE SPEEDS	Passenger MPH	Freight MPH	Coal	Other
<b>Subdivision 5-A</b>				
Mounds—MP 2 .....				30
MP 2—East Sw Columbia Jct .....				25
East Sw Columbia Jct—Sunnyside (Eastward) .....				25
Sunnyside—East Sw Columbia Jct (Westward) .....				15
<b>Subdivision 5-B</b>				
Brendel—MP 22 .....	40			40
MP 22—Potash .....	30			30
<b>Subdivision 6 and 7, except as</b>				
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 brake does not exceed:				
F-7, GP-7, F-9, GP-9 .....				900 tons
GP-30, GP-35, GP-40 .....				1100 tons
SD-7, SD-9 .....				1200 tons
SD-45 .....				1600 tons
"Other" trains may observe 5 MPH faster zone speed MP 651.5-MP 681 (Westward) and MP 639-Helper (Eastward).				
<b>Subdivision 6-B (Westward) .....</b>				
<b>(Eastward) .....</b>				
<b>Subdivision 6-C</b>				
Colton—MP 9 .....				15
MP 9—Clear Creek .....				10
<b>Subdivision 6-D</b>				
MP 1—MP 26 .....				25
MP 26—MP 81 .....				30
MP 81—MP 132.2 .....				25
Moroni Spur .....				15
<b>Subdivision 6-E</b>				
Pearl-Iron King (Eastward) .....				15
Iron King-Pearl (Westward) .....				10
Pearl-Springville .....				25
Spanish Fork Sugar Factory .....				10
Del Monte Packing Co. .....				5
<b>Subdivision 6-G .....</b>				
<b>20</b>				

ZONE SPEEDS	Passenger Freight	
	MPH	MPH
Subdivision 6-H .....	10	
Subdivision 6-J (Westward) .....	15	
(Eastward) .....	20	
Subdivision 6-K		
Welby—Kearns .....	30	
Kearns-Magna and Bacchus Spur .....	20	
Subdivision 6-L (Westward) .....	12	
(Eastward) .....	20	
Subdivision 7-A .....	12	

#### OTHER MAXIMUM SPEEDS MPH

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
Durham .....	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
Sphinx .....	East and west end siding
Desert .....	East and west end siding
Cliff .....	East and west end 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
Mounds .....	Jct Sw—Subdiv 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 MP 632.0
Soldier Summit .....	East and west end both sidings
Soldier Summit .....	End of two main tracks
Gilluly .....	East and west end siding
Thistle .....	East end westward siding
Thistle .....	West end eastward siding
Geneva .....	Crossovers MP 707.1, MP 707.2
American Fork .....	East and west end siding
Mesa .....	East and west end siding
Riverton .....	East and west end siding
Midvale .....	West end siding
Midvale .....	Crossovers MP 734.4, MP 735.9
East Roper .....	Crossover MP 740.8
Woods Cross .....	East and west end siding
Clearfield .....	East and west end siding
Transfer .....	East end outbound lead 30

#### OTHER MAXIMUM SPEEDS MPH

Colton .....	End of two main tracks	60
Pipe Mill .....	End of two main tracks	55
Endot .....	End of two main tracks	50
Other turn-outs equipped with Dual Controlled switches .....		15
U.P. Crossing MP 698.9 .....		60
Main track, U.P. Crossing MP 744.2 .....		12
Grant Tower Interlocking MP 745.5 .....		15
Geneva Steel Plant Yard .....		10
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:

Diesel locomotives 100, 122, 123, 130-146 .....	40
Other diesel locomotives .....	70
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 .....	25
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, Subdivisions 5-A, 5-B, 6-B, 6-C, 6-D, 6-E, 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

Grand Junction .....	25
Montrose .....	15
Price .....	40
Helper .....	35
Provo .....	30
Lehi .....	45
Salt Lake City, 9th So—5th No Streets .....	25

### MEDICAL TREATMENT

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

T. D. Burleigh, M.D.	Grand Junction
K. E. Prescott, M.D.	Grand Junction
A. R. Demman, M.D.	Helper
C. M. Smith, Sr., M.D.	Provo
J. J. Weight, M.D.	Provo
J. D. Brewerton, M.D.	Salt Lake City
A. H. Cottam, M.D.	Salt Lake City
M. R. Davis, M.D.	Salt Lake City
Harper Pearse, M.D.	Salt Lake City
R. J. Stearman, M.D.	Salt Lake City

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

St. Mary's Hospital	Grand Junction
City-County Hospital	Price
Utah Valley Hospital	Provo
Holy Cross	Salt Lake City
St. Mark's	Salt Lake City

**11-B. Hospital Association Doctors for care of sick or injured employes.**

Call 243-3545	Grand Junction	J. T. Meyers, GP	Lehi
N. A. Brethouwer, GP	Montrose	Val Sundwall, GP	Murray
Woodrow E. Brown, GP	Hotchkiss	Norman R. Beck, Ortho.	Salt Lake
E. Robert Orr, GP	Fruita	Charles F. Behle	Salt Lake
H. T. Barton, GP	Green River	Ophthalmologist	
James R. Alexander, GP	Moab	Harry Berman	Salt Lake
Paul R. Mayberry, Surg.	Moab	Ear, Nose, Throat	
Jay P. Munsey, GP	Moab	Richard P. Bigelow	Salt Lake
Rodney R. Rutt, GP	Moab	Internist	
Paul M. Stoddard, GP	Dragerton	Robert M. Crowder	Salt Lake
J. E. Dorman, Ophthal.	Price	Radiologist	
Wm. M. Gorishek, Surg.	Price	L. Dean Day, Ob-Gyn	Salt Lake
John K. Wright, Int Med.	Price	K. L. Dedekind, Dentist	Salt Lake
J. J. Dalpiaz, Dentist	Helper	Robert G. Evans, Intern.	Salt Lake
A. R. Demman, GP	Helper	Harry E. Fisher, Jr.	Salt Lake
O. W. Phelps, GP	Helper	Urologist	
Orlo W. Hardy, GP	Clear Creek	Whitney J. Haight	Salt Lake
D. C. Rigby, GP	Mt. Pleasant	Ear, Nose, Throat	
Harlow B. McQuarrie	Ephraim	Charles C. Hall, Ortho.	Salt Lake
Proctologist		Don Handy, Dentist	Salt Lake
Halvard J. Davidson, GP	Manti	Wayne M. Hebertson	Salt Lake
L. H. Stewart, GP	Gunnison	Neurologist	
Rae E. Noyes, GP	Salina	Phillip M. Howard	Salt Lake
H. Asa Dewey, GP	Richfield	Surgeon	
W. R. Worley, Jr., Surg.	Richfield	Lewis Kirkman, Derma.	Salt Lake
Wilford G. Biesinger	Springville	F. W. Kirt, Dentist	Salt Lake
Surgeon		Anthony W. Middleton	Salt Lake
Clair W. Judd, GP	Springville	Urologist	
Preston G. Hughes	Spanish Fork	R. C. Mohr, Psych.	Salt Lake
General Practitioner		Everett B. Muir	Salt Lake
Milo C. Moody, GP	Spanish Fork	Ophthalmologist	
Thomas M. Hall, GP	Payson	A. Namba, Internist	Salt Lake
DeCosta Clark, Dentist	Provo	Stanley Neff, GP	Salt Lake
M. D. Gardner, Internist	Provo	E. D. Nusbaum	Salt Lake
Ralph E. Jorgenson	Provo	Neurologist	
Ophthalmologist		Charles M. Parrish	Salt Lake
Richard A. Nimer, Internist	Provo	Thoracic Surgery	
V. J. Parker, Internist	Provo	C. B. Powell	Salt Lake
H. David Rees, Surg.	Provo	Neurosurgeon	
Charles M. Smith, Sr., GP	Provo	James H. Quinn	Salt Lake
Charles M. Smith, Jr.	Provo	Ophthalmologist	
Orthopedic Surgeon		C. H. Springer, Dentist	Salt Lake
Jesse J. Weight, GP	Provo	Jack L. Tedrow	Salt Lake
J. B. Westwood, GP	Provo	Psychiatrist-Neurologist	
Guy S. Richards	American Fork	Robert G. Thompson	Salt Lake
General Practitioner		Dermatologist	
Boyd Larsen, GP	Lehi	E. H. White, Internist	Salt Lake
		George S. Diument	Bountiful
		General Practitioner	

**11-B. (continued)**

Noall Z. Tanner, Surg.	Layton	James S. McMurrin, Surg.	Ogden
Joseph Amano, GP	Clearfield	Donald M. Moore, Internist	Ogden
Ralph C. Petersen, GP	Clearfield	Drew M. Peterson	Ogden
H. V. DeMars	Ogden	Internist	
Ear, Nose, Throat		A. W. Petty, Dentist	Ogden
Chelton S. Feeny, Internist	Ogden	Ralph W. Pugmire	Ogden
R. W. Krumback	Ogden	Ophthalmologist	
Urologist		Charles M. Swindler	Ogden
		Orthopedist	

**11-C. Assigned Hospitals of the Hospital Association:**

St. 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**

MP	Points	MP	Points	MP	Points
448.6	Trailing	665.0	Facing	699.2	Facing
449.0	Facing	666.1	Trailing	699.9	Trailing
450.3	Trailing	671.6	Trailing	700.4	Trailing
451.1	Trailing	672.7	Facing	700.9	Trailing
626.0	Trailing	675.9	Facing	701.0	Facing
626.6	Trailing	680.0	Facing	707.1	Trailing
627.0	Facing	681.0	Trailing	707.2	Facing
628.8	Trailing	682.3	Trailing	734.4	Facing
630.1	Trailing	682.3	Facing	735.9	Trailing
631.2	Facing	688.6	Trailing	740.8	Facing
632.0	Trailing	695.7	Trailing		

**13. SPRING SWITCHES**

MP	Location	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	Crossover	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

**DUAL CONTROLLED SPRING SWITCHES**

625.8	Helper	Snake Lead	15
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### 15. AUXILIARY LINES

Grand Jct .....	Subdivision 16
Delta .....	Subdivision 16-A
Thistle .....	Subdivision 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.

At **East Yard** permission must be obtained from train dispatcher before entering long lead at east end receiving yard.

16-A. Junction switch at west end **Delta** must be left lined and locked for Subdivision 16-A.

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

16-C. 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-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. Cars set in Raw Coal Yard must be in clear of crossover switches at east end of yard. Track No. 2 must be filled to capacity before placing surplus Columbia coal on track No. 1.

Raw Coal Yard Track	Designation	Capacity
1.	Surplus Columbia, Yellow tag .....	40
2.	Columbia, Yellow tag .....	40
3.	Somerset .....	40
4.	Somerset .....	40
5.	Geneva, Red tag .....	40
6.	Geneva, Red tag .....	40

16-E. Locomotives must not go beyond switch point of north track empty yard, or in north load track, Knight Ideal Coal Company yard **Wellington**.

16-F. 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.

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

16-H. Track skates applied to rail at the following locations must be removed prior to movement over track and replaced after movement has been completed.

Subdiv. 5A.....	Sunnyside load yard .....	Track No. 1
Subdiv. 5B.....	Emkay .....	Atlas track

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

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

Location	Tracks
Kyune, westward track, MP 639.2.....	Spur
Gilluly, eastward track, MP 660.8.....	Spur
Gatex, eastward track, MP 704.2.....	Spur
Scalley, eastward track, MP 704.7.....	Spur
Lehi, MP 716.9 .....	Spur
Midvale, eastward track, MP 734.2.....	Spur
Newcastle Industry, eastward track, MP 736.4.....	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-K. SD-7, SD-9 and SD-45 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

As designated by Yard bulletin.

#### Murray

Fireclay

#### Sugar House Spur

#### Salt Lake City and Ogden

As designated by Yard bulletin.

16-L. Location of permanent details 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 .....	Spearmint .....	West End Siding
6-D .....	Axtell .....	West End Siding
6-D .....	Redmond .....	East End Siding
6-D .....	Kema .....	West End Siding
6-D .....	Sevier .....	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 Kyune .....	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. Unless otherwise provided, helper locomotives will be trained as follows:

Location in train	Maximum number of helper units
Behind caboose	(a) One unit of any type, or (b) Two units, if no SD-45 unit in locomotive consist
Ahead of caboose	(a) Three units of any type, or (b) Five units if no SD-45 unit in locomotive consist
Ahead of 3000 adj. tons	(a) Five units of any type, or (b) Eight units if no SD-45 unit in locomotive consist
Ahead of 3500 adj. tons	All others

Helper locomotives exceeding the number of units specified may be used on rear of train provided excess units are isolated.

17-C. 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 W. P. time-table with them while on duty, and be governed by it while on W. P. 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 Corp. and D.&R.G.W.
Clearfield Freeport Center .....	U.P. and D.&R.G.W.

18-D. 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**.

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.

When display of markers is 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.

18-G. When operating in TCS territory west of **Pollard Jct** to absolute signal "A" at MP 926.7 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."

All signals, switches, and electric locked switches between Ninth West Street and Thirteenth West Street are controlled by the U. P. train dispatcher. Switch crews **Roper-Salt Lake Terminal** will be governed by instructions posted in telephone booth and by the U. P. train dispatcher who will specify time and working limits. Crews leaving General Brewery must leave switch lined for Mountain Fuel Co. All movements west of absolute signal "A" MP 926.7 are governed by U. P. Rules 267 and 528 reading:

267. When a train or engine is stopped by a stop signal and no conflicting train movement is evident, a member of crew must communicate with dispatcher or operator and be governed by his instructions. If authorized to proceed, clearance Form C must be copied by a member of the crew and delivered to the engineer. After complying with Rule 528, train or engine may then proceed at restricted speed to next signal, but, when so instructed by dispatcher or operator, flagman must be sent ahead.

When flagging from a stop signal, train or engine must wait ten minutes after flagman has started ahead, then proceed at restricted speed following flagman to next point of communication or to the next signal displaying Approach, Advance Approach, or clear indication.

Exceptions: Clearance form C will not be required as authority to proceed from a stop indication when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

When instructed by dispatcher or operator to send flagman ahead and no brakeman is available to provide protection, train will move forward until leading wheels are one car length past stop signal, wait ten minutes and then proceed at restricted speed to next signal.

When stopped by a stop signal and communication has failed, train or engine must not proceed, except when not standing between stop signals at a station, train or engine must move forward under flag protection to a point where they will be between stop signals at a station, clearing main track when practicable.

528. When authorized to proceed from a Stop indication of a signal governing movement over remote control or dual control switches and hand operation of switches is not necessary, selector lever on switches over which movement is to be made must be placed in Hand position, and, even though switch points appear to be in proper position, before making first movement over switch the switch operating lever must be moved back and forth until switch points are seen to move with movement of lever. Switch must then be lined for route to be used. Selector lever may be restored to motor position as soon as any part of train passes the signal.

**18-H.** All employees while using U. P. 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 U. P. supervisors and will obey their instructions.

D. & R. G. W. crews will deliver all passenger equipment to the U. P. Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the U. P. 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 U. P. Depot on which the delivery is to be made.

**D. & R. G. W. crews will be governed by the following U. P. Operating and Special Rules, in addition to D. & R. G. W. Rules of the Operating Department, while working in U. P. territory.**

**103(C).** 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 crossover 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 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, 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-I.** O. U. R. & D. Co. Time-Table and rules apply on O. U. R. & D. Co. tracks at Ogden.

**18-J.** 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.  
D. & R. G. W. to UP deliveries—2 short.  
UP light engines returning—1 long, 1 short.



**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	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Olathe	8:30 AM - 5:30 PM	Closed	Closed
Montrose	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Paonia	8:00 AM - 5:00 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	8:30 AM - 5:30 PM	8:30 AM - 5:30 PM	Closed
Helper	Continuous	Continuous	Continuous
Thistle	Continuous	Continuous	Continuous
Provo	Continuous	Continuous	Continuous
Geneva	Continuous	7:00 AM - 12:00 PM	7:00 AM - 12:00 PM
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	8:00 AM - 5:00 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. 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 80 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 in-operative, 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.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	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	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

**LOCAL WATCH INSPECTORS**

Parsons Jewelers.....	Grand Junction
McKnight Bros.....	Delta
G. J. DeViny.....	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:**

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

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!**

## ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7, 555-575 5761, 5764 F-9, 577 5782, 5763 GP-7, 5100-5113 GP-9, 5901-5954	GP-30, 3001-3028 GP-35, 3029-3050	GP-40 3051-3080	SD-45 5315-5324	Adj. Fat.
Grand Jct....	Mounds.....	2600	1600	1900	2050	2850	6
Potash.....	Brendel.....	2400	1450	1750	1900	2600	6
Brendel.....	Emkay.....	1900	1200	1400	1500	2100	5
Mounds.....	Helper.....	2700	1800	2000	2150	3050	6
Helper.....	Grand Jct....	2700	1800	2000	2150	3050	6
Mounds.....	Columbia Jct.	1700	1075	1250	1350	1850	3
Columbia Jct.	Sunnyside...	900	650	650	700	980	2
Grand Jct....	Delta.....	6500	4400	5200	5600	7500	10
Delta.....	Montrose....	2800	1850	2150	2300	3250	5
Delta.....	Somerset....	2800	1850	2150	2300	3250	5
Hotchkiss...	Rogers Mesa..	5000	3350	3800	4100	6000	8
Montrose....	Ridgway.....		1800	2000	2150		
Subdiv. 16 Wye	East Yard....	6000	4000	4700	5000	7000	
Helper.....	Castle Gate...	1350	860	1050	1125	1520	
Castle Gate...	Kyune.....	1150	725	800	900	1300	3
Kyune.....	Soldier Summit.....	2600	1650	1950	2050	2900	3
Provo.....	Thistle.....	3300	2150	2500	2700	3800	3
Thistle.....	Soldier Summit.....	1400	890	1050	1125	1600	3
Provo.....	Geneva.....		4500	5400	5800		8
Salt Lake....	Ogden.....	4300	2900	3500	3700	5100	8
Ogden.....	Salt Lake....	4300	2900	3500	3700	5100	8
Colton.....	Scotfield....	1420	950	1150	1200	1650	3
Scotfield....	Clear Creek...	850	550	650	700	950	2
Spring Canyon Junction...	Spring Canyon	650	400	470	500	700	2
Midvale....	Welby.....	1200	800	950	1000	1400	2
Welby.....	Dalton Jct....	900	550	650	700	1350	2
Dalton Jct....	Copperton....	800	520	600	650	950	1
Dalton Jct....	Lark.....	800	520	600	650	950	1
Garfield....	Welby.....	3150	2100	2450	2650	3700	3
Provo.....	Heber.....	1350	850	1000	1075	1520	3
Springville...	Santaquin....	2600	1600	1900	2050	2850	5
Goshen.....	Santaquin....	2600	1600	1900	2050	2850	5
Goshen.....	Iron King....	650	400	470	500	700	1
Thistle.....	Hilltop.....	1800	1300	1500	1625	2100	4
Salina.....	Hilltop.....	2700	1800	2000	2150	3050	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.

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