



**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE
OF THE
UTAH DIVISION

No.

8

**EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME
Sunday, October 6, 1968**

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

JOHN AYER, JR.
Vice President - Operations

D. J. BUTTERS
Chief Transportation Officer

R. E. DAVIS
Superintendent

ASSISTANT SUPERINTENDENT

A. H. NANCE.....Roper

TRAINMASTERS

M. M. KANDERIS.....Ogden
 J. E. ABERTON.....Roper
 C. W. HEARN.....Provo
 J. M. SLOAN.....Helper
 L. O. FICKLIN.....Grand Junction
 E. R. MORAN.....Grand Junction

TERMINAL TRAINMASTERS

S. F. TEZAK.....Roper
 D. W. POPE.....Grand Junction

ROAD FOREMEN OF EQUIPMENT

E. R. HOUSE.....Roper
 R. G. BUFFALOW.....Helper
 H. P. KEELE.....Grand Junction

CHIEF DISPATCHERS

A. R. JOHNSON.....Roper
 Subdivisions 6, 7, 6-B, 6-C, 6-D, 6-E, 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 Roper 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.

Roper, 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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

| | |
|--|-------------------------------|
| 4 miles per hour <input type="checkbox"/> | SAFE COUPLING SPEED |
| 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!**

| STATIONS | EASTWARD | | | | | | | | | | WESTWARD | | | | | | | | | | | | |
|------------------------------|-------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|----------------------|
| | 42 | 48 | 52 | 54 | 34 | 42 | 48 | 52 | 54 | 75 | 77 | 79 | 81 | 83 | 85 | 87 | 89 | 91 | 93 | 95 | 97 | 99 | |
| North Yard..... | 800A | 900A | 600P | 600P | 630P | 800A | 900A | 600P | 600P | 630P | 800P | 645P | 600P | 600A | 1201P | 490A | 1201P | 600A | 645P | 600P | 600A | 800P | 645P |
| Bond..... | 200A | 400A | 100P | 140P | 285P | 200A | 400A | 100P | 140P | 285P | 400P | 1046P | 930P | 1000A | 630P | 810A | 630P | 250P | 1046P | 930P | 1000A | 630P | 125A |
| Pueblo..... | 1000A | 1100A | 700P | 700P | 760P | 1000A | 1100A | 700P | 700P | 760P | 300P | 540P | 906P | 1225A | 906P | | | | | | | | |
| Salida..... | 630A | 800A | 416P | 430P | 520P | 630A | 800A | 416P | 430P | 520P | 540P | 906P | 1225A | 906P | | | | | | | | | |
| Minutemen..... | 230A | 430A | 113P | 155P | 250P | 230A | 430A | 113P | 155P | 250P | 906P | 1005P | 1005P | 125A | 420A | | | | | | | | |
| Grand Junction..... | 8-830P 6-1000P 730P | 8-1201A 6-1210A 1000P | 8-835A 6-830A 700A | 8-1015A 6-1010A 855A | 8-1120A 6-1120A 1115A | 8-830P 6-1000P 730P | 8-1201A 6-1210A 1000P | 8-835A 6-830A 700A | 8-1015A 6-1010A 855A | 8-1120A 6-1120A 1115A | 1225A 1235A | 210A 220A | 100A 105A | 125A 135A | 430A | 1150A | 555A 630A | 210A 220A | 445A | 800A 200P | 920P 950P | 300A 700A 200P | 455P 800P 120A |
| Helper..... | 230P | 600P | 200A | 510A | 800A | 230P | 600P | 200A | 510A | 800A | 430A | 545A | 445A | 300A | 300A | 250P | 950P | 445A | 800A 200P | 920P 950P | 300A 700A 200P | 455P 800P 120A | |
| Roper..... | 900A | 1230P | 930P | 145A | 500A | 900A | 1230P | 930P | 145A | 500A | 800A | 850A | 800A | 700A | 540P | 540P | 400P | 850A | 800A 200P | 920P 950P | 300A 700A 200P | 455P 800P 120A | |
| Ogden..... | 600A | 1000A | 800P | 1230A | 340A | 600A | 1000A | 800P | 1230A | 340A | 300P | 300P | 300P | 300P | 650P | 650P | 650P | 300P | 300P | 300P | 300P | 650P | 650P |
| Delivered to Connection..... | Q 900A RI 800A MP 1100A | Q 1000A RI 900A M 1201P | Q 700P RI 600P MP 800P | Q 700P RI 600P MP 800P | Q 700P RI 600P MP 800P | Q 900A RI 800A MP 1100A | Q 1000A RI 900A M 1201P | Q 700P RI 600P MP 800P | Q 700P RI 600P MP 800P | Q 700P RI 600P MP 800P | WP 600P SP 650P | WP 1000A SP 300P | WP 900A SP 300P | WP 900A SP 300P | WP 960A SP 300P | WP 900A SP 300P | WP 500P SP 650P | WP 960A SP 300P | WP 900A SP 300P | WP 800A SP 300P | WP 600A SP 300P | WP 200A SP 230A | WP 900P SP 230A |

4 WESTWARD ▼

▲ EASTWARD

| SECOND CLASS | Station Number | Mile Post | Subdivision 5 Stations | Capacity of Siding | SECOND CLASS |
|-----------------------------------|----------------|-----------|---|--------------------|-----------------------------------|
| 17 California Zephyr | | | TIME-TABLE No. 8 Oct. 6, 1968 | | 18 California Zephyr |
| Leave Daily | | | | | Arrive Daily |
| 3 55PM | 5000 | 449.6 | GRAND JCT......DNRBKJ | Yard | 11 10AM |
| | 2802 | 451.7 | 2.1 DURHAM..... | 96 | |
| | 2806 | 456.9 | 5.2 RHONE..... | 103 | |
| | 2808 | 480.5 | 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..... | 110 | |
| | 9922 | 488.4 | 5.1 WESTWATER..... | 98 | |
| | 9926 | 498.1 | 9.7 AGATE..... | 150 | |
| | 9928 | 504.4 | 6.3 CISCO.....WY | 91 | |
| | 9930 | 510.5 | 6.1 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 BRENDEN.....J | 96 | |
| | 9942 | 540.4 | 6.6 FLOY..... | 112 | |
| | 9944 | 546.9 | 6.5 SOLITUDE..... | 150 | |
| f 5 38 | 9950 | 555.2 | 8.3 GREEN RIVER.....WY | 133 | f 9 18 |
| | 9003 | 561.6 | 6.3 SPHINX..... | 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 WASH..... | 185 | |
| | 9022 | 613.0 | 1.9 WELLINGTON..... | 117 | |
| s 6 50 | 9026 | 619.1 | 6.1 PRICE.....WY | E120 | s 8 15 |
| | 9028 | 622.1 | 3.0 MAXWELL..... | W 81 114 | |
| | 7 05PM | 9032 | 4.3 HELPER.....DNRBK | Yard | 8 03AM |
| Arrive Daily | | | (176.8) | | Leave Daily |

WESTWARD ▼

▲ EASTWARD 5

| SECOND CLASS | Station Number | Mile Post | Subdivision 6 Stations | Capacity of Siding | SECOND CLASS |
|-----------------------------------|----------------|-----------|---|--------------------|-----------------------------------|
| 17 California Zephyr | | | TIME-TABLE No. 8 Oct. 6, 1968 | | 18 California Zephyr |
| Leave Daily | | | | | Arrive Daily |
| 7 08PM | 9032 | 626.4 | HELPER.....DNRBK | Yard | 8 00AM |
| | 9038 | 628.8 | 2.4 UTAH RY JCT.....J | | |
| | 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 S158 | |
| | 9060 | 661.0 | 9.6 GILLULY.....W | 150 | |
| 8 08 | 9062 | 665.6 | 4.6 DETOUR..... | E103 | 6 48 |
| 8 16 | 9066 | 672.2 | 6.6 NARROWS..... | E116 | 6 39 |
| 8 25 | 9068 | 676.5 | 4.3 RIO..... | E108 | 6 30 |
| 8 33 | 9070 | 680.9 | 4.4 THISTLE.....DNBKWY | W145 E123 | 6 23 |
| 8 39 | 9070 | 680.9 | W14.9 E15.9 | | |
| 8 55 | 9302 | 695.8 | 3.1 SPRINGVILLE.....J | | 6 06 |
| | | 698.9 | 2.2 U.P. CROSSING..... | | |
| s 9 05 | 9310 | 701.1 | 4.6 PROVO.....RDNBFKOSWY | Yard | s 6 00 |
| | | 705.7 | 1.5 U.P. CROSSING..... | | |
| | 9317 | 707.2 | 1.2 GENEVA..... | | |
| | 9319 | 708.4 | 6.6 PIPE MILL..... | | |
| | 9321 | 715.0 | 5.3 AMERICAN FORK..... | 175 | |
| | 9325 | 720.3 | 6.3 MESA..... | 150 | |
| | 9328 | 728.6 | 4.6 RIVERTON..... | 130 | |
| | 9329 | 733.2 | 1.7 ENDOT..... | | |
| | 9332 | 734.9 | 5.8 MIDVALE.....JWY | Yard E143 | |
| 9 45 | | 740.7 | 1.8 EAST ROPER..... | | |
| | 9350 | 742.5 | 0.9 ROPER.....DNRBK | Yard | |
| | | 744.2 | 1.1 U.P. CROSSING..... | | |
| 10 00PM | 6000 | 745.1 | 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. When operating against the current of traffic within these limits non ABS rules apply.

Two Main Tracks at all other locations are signaled for normal and reverse movements.

Freight trains, yard and other locomotives must make way for passenger trains without unnecessary delay.

6 WESTWARD ▼

▲ EASTWARD

| Station Number | Mile Post | Subdivision 7 Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-----------|---|-----------------------|
| 6000 | 745.1 | SALT LAKE CITY.....DR | Yard |
| | 745.5 | 0.4 GRANT TOWER..... | |
| | 748.7 | 3.2 U.P. CROSSING..... | |
| | 750.3 | 1.6 U.P. CROSSING..... | |
| 9824 | 753.9 | 3.8 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 | 1.3 TRANSFER.....DNRR | Yard |
| 9886 | 782.0 | 0.9 OGDEN..... | |

SUNNYSIDE BRANCH

| Station Number | Miles from Mounds | Subdivision 5-A Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-------------------|---|-----------------------|
| 9106 | 17.5 | SUNNYSIDE.....RWY | Yard |
| 9104 | 13.2 | 4.3 COLUMBIA JCT.....JY | Yard |
| 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. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|--------------------|---|-----------------------|
| 9943 | 35.8 | POTASH..... | Yard |
| 9941 | 28.5 | 7.3 EMKAY.....R | 10 |
| 9939 | 21.3 | 7.2 SEVEN MILE..... | Yard |
| 9940 | | 21.3 BRENDDEL.....J | |

SPRING CANYON BRANCH

| Station Number | Miles from Spring Canyon Junction | Subdivision 6-B Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-----------------------------------|---|-----------------------|
| 9128 | 5.0 | SPRING CANYON..... | Yard |
| 9034 | | 5.0 SPRING CANYON JCT..... | |

PLEASANT VALLEY BRANCH

| Station Number | Miles from Colton | Subdivision 6-C Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-------------------|---|-----------------------|
| 9170 | 21.1 | CLEAR CREEK..... | Yard |
| 9156 | 15.2 | 5.9 SCOFIELD..... | |
| 9054 | | 15.2 COLTON.....JW | Yard |

WESTWARD ▼ MARYSVALE BRANCH ▲ EASTWARD 7

| Station Number | Miles from Thistle | Subdivision 6-D Stations TIME-TABLE No. 8 Oct. 6, 1968 | 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 EL SINORE..... | 23 |
| 9289 | 110.0 | 1.7 NIBLEY..... | 55 |
| 9288 | 108.7 | 1.3 CENTRAL..... | 15 |
| 9284 | 103.7 | 5.0 RICHFIELD..... | Yard |
| 9279 | 100.1 | 3.6 KEMA..... | 30 |
| 9275 | 96.3 | 3.8 SIGURD..... | 34 |
| 9271 | 92.2 | 4.1 AURORA..... | 51 |
| 9262 | 86.4 | 5.8 SALINA.....DBFKWY | Yard |
| 9260 | 82.5 | 3.9 REDMOND..... | 9 |
| 9259 | 79.2 | 3.3 AXTELL..... | 18 |
| 9256 | 75.0 | 4.2 SPEARMINT..... | 38 |
| 9254 | 72.9 | 2.1 GUNNISON..... | 26 |
| 9251 | 60.8 | 12.1 MANTI..... | Yard |
| 9228 | 53.4 | 7.4 EPHRAIM.....DY | Yard |
| 9227 | 52.5 | 0.0 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 | | 14.3 THISTLE.....DNBJKWY | Yard |

TINTIC BRANCH

| Station Number | Miles from Springville | Subdivision 6-E Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|------------------------|---|-----------------------|
| 9438 | 33.8 | IRON KING..... | 9 |
| 9436 | 32.4 | 1.4 BURGIN..... | 18 |
| 9437 | 31.3 | 1.1 FLORA..... | |
| 9435 | 27.5 | 3.8 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 | | 3.8 SPRINGVILLE.....J | Yard |

PROVO CANYON
8 WESTWARD ▼ BRANCH ▲ EASTWARD 9

| Station Number | Miles from Provo | Subdivision 6-G Stations TIME-TABLE No. 8 Oct. 6, 1968 | 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 Jet | Subdivision 6-H Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|----------------------|---|--------------------|
| 9570 | 6.2 | OREM..... | Yard |
| 9564 | 4.8 | 1.4 SNOW..... | Yard |
| 9313 | ..... | 4.8 PROVO JCT..... | Yard |

BINGHAM BRANCH

| Station Number | Miles from Midvale | Subdivision 6-J Stations TIME-TABLE No. 8 Oct. 6, 1968 | 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. 8 Oct. 6, 1968 | 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 Jet | Subdivision 6-L Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-----------------------|---|--------------------|
| 9028 | 5.5 | LARK..... | Yard |
| ..... | ..... | 5.5 DALTON JCT..... J | ..... |

HOOPER BRANCH

| Station Number | Miles from Roy | Subdivision 7-A Stations TIME-TABLE No. 8 Oct. 6, 1968 | 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. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-----------|--|--------------------|
| 2650 | 351.5 | MONTROSE..... DBROY | 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..... DBRJET | Yard |
| 2624 | 377.5 | 4.7 ROUBIDEAU..... | 60 |
| 2616 | 391.0 | 13.5 DOMINGUEZ..... | 38 |
| 2614 | 397.7 | 6.7 BRIDGEPORT..... | 75 |
| 2608 | 411.8 | 14.1 WHITEWATER..... | 38 |
| 5000 | 424.3 | 12.5 GRAND JCT..... DNRBJK | Yard |

NORTH FORK BRANCH

| Station Number | Mile Post | Subdivision 16-A Stations TIME-TABLE No. 8 Oct. 6, 1968 | Capacity of Siding |
|----------------|-----------|--|--------------------|
| 2740 | 415.3 | SOMERSET..... | Yard |
| 2728 | 405.9 | 9.4 PAONIA..... DW | 26 |
| 2718 | 397.8 | 8.1 HOTCHKISS..... | 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..... DBRJET | Yard |

Tracks Not Shown as Stations in Time-Table

| Name | Mile Post | Station Number | Car Capacity | Switch Connection |
|---|-----------|----------------|--------------|-------------------|
| Subdivision 5 | | | | |
| Gilsonite..... | 463.8 | 2809 | 65 | E. & W. |
| Loma..... | 465.2 | 2810 | 40 | E. & W. |
| Subdivision 5-A | | | | |
| Dragerton..... | 14.2 | 9105 | 10 | E. & W. |
| Subdivision 5-B | | | | |
| Arch..... | 10.3 | 9935 | 12 | E. & W. |
| Lee..... | 18.3 | 9937 | 12 | E. & W. |
| Subdivision 6 | | | | |
| Kenilworth Junction..... | 627.4 | 9030 | Yard | West |
| Lynn, Eastward Track..... | 632.5 | 9047 | 70 | E. & W. |
| Mill Fork, Westward Track..... | 669.9 | 9064 | 11 | West |
| Gomex, Westward Track..... | 688.6 | 9078 | Yard | East |
| Sutro, Eastward Track..... | 690.7 | 9082 | 71 | E. & W. |
| Ironton—Columbia Steel Co..... | 698.2 | 9308 | Yard | West |
| 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 |

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

| Name | Mile Post | Station Number | Car Capacity | Switch Connection |
|---|-----------|----------------|--------------|-------------------|
| Subdivision 6 (Cont.) | | | | |
| 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 | 5 | East |
| Pappas Lumber, Eastward Track | 740.5 | 9352 | 4 | East |
| Sugar House | 742.5 | 9710 | Yard | West |
| Subdivision 6-D | | | | |
| Moroni Spur | 52.8 | 9234 | Yard | East |
| Larsen | 9.3 | 9231 | Yard | East |
| Gunnison Sugar Factory | 75.0 | 9254 | Yard | West |
| Ivie—Mill Spur | 90.2 | 9270 | 12 | West |
| Ivie—Beet Spur | 90.3 | 9270 | 17 | East |
| Jumbo Mill | 97.6 | 9276 | Yard | West |
| Gramse | 101.6 | 9282 | 40 | E. & W. |
| Subdivision 6-E | | | | |
| 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. |
| Subdivision 6-G | | | | |
| 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. |
| Subdivision 6-H | | | | |
| Lakeview | 2.0 | 9555 | 5 | East |
| Curtis | 3.8 | 9558 | 2 | West |
| Lincoln | 4.2 | 9561 | 9 | East |
| Subdivision 6-J | | | | |
| U. S. Smelter | 0.5 | 9332 | Yard | West |
| Proler Steel Co. | 9.5 | 9626 | Yard | East |
| Kennecott Corp. Interchange | 11.9 | 9630 | Yard | East |
| Subdivision 6-K | | | | |
| Bacchus Spur | 6.1 | 9672 | Yard | West |
| East Magna Spur | 10.7 | 9674 | 8 | East |
| Subdivision 6-L | | | | |
| Dalton | 1.4 | 9626 | 15 | E. & W. |
| Robbe Spur | 1.7 | 9634 | Yard | East |
| Snyder | 3.5 | 9629 | 9 | E. & W. |
| Subdivision 7 | | | | |
| 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 |
| Subdivision 16 | | | | |
| Colorado Core Co. Spur | 353.2 | 2650 | 6 | East |
| Meade Lumber Spur | 353.5 | 2648 | 4 | West |
| Coors, Roe | 356.2 | 2644 | 16 | E. & W. |
| Huff | 385.9 | 2617 | 12 | E. & W. |
| Ridgway Spur: Vernal | 358.5 | 2652 | 42 | E. & W. |
| Ridgway | 377.1 | 2664 | Yard | E. & W. |
| Subdivision 16-A | | | | |
| Beet Track | 374.0 | 2702 | 20 | E. & W. |
| White | 393.4 | 2716 | 9 | West |
| Hotchkiss Spur | 398.7 | 2718 | 9 | West |
| Juanita Jct. | 412.0 | 2738 | 50 | East |
| Bear Mine | 416.6 | 2742 | Yard | E. & W. |
| Hawksnest | 417.0 | 2744 | 12 | 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 |
|--------------|----------------|---|
| 16, 16-A | Delta | When no operator on duty. |
| 6, 7 | Salt Lake City | When verbally authorized by train dispatcher. |

TRAIN REGISTERS

3. At Helper No. 17 and No. 18 will register with register ticket.

3-A. Trains originating and terminating 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.

3-B. Subdivision 7 trains originating and terminating Roper will register at Roper.

4. YARD LIMITS

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

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

| Location | Limits | Trains |
|----------------|------------------------------|----------------|
| Grand Junction | ABS 4449—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 |
| Utah Ry 300 Series..... | 600 tons |

These trains must not be operated in excess of 50 MPH.

5-A. When stopped on grade and locomotive brakes will not hold train standing, the train must be held with hand brakes, or a sufficient number of retainers placed in operative position to hold train, before the air brakes are released and recharged.

5-B. When retainers are required they will be placed in 10 pound (LP) or Slow Direct (SD) position on light loads and empties and in 20 pound (HP) position on coal, ore, rock, slag, potash, grain and other heavy loads.

When retainers are in use speed must be restricted to 15 MPH.

5-C. 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-D. 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.

Subdivision 5-A (Sunnyside Branch)

5-E. Retainers—**Sunnyside to Columbia Junction**

| | |
|---|---|
| Less than 3-unit dynamic brake | Use retainers on all loaded cars. |
| 3 or more unit dynamic brake | Beginning at head end of train use retainers on 75% of loaded cars. |

Retainers—**Columbia Junction Westward:**

If dynamic brake is inoperative retainers will be used in forward one half of train.

5-F. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Freight Trains—Soldier Summit to Helper

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

| | |
|---------------------------|-----------|
| F-7, GP-7, GP-9, F-9..... | 1300 tons |
| GP-30, GP-35, GP-40..... | 1600 tons |
| SD-7, SD-9, SD-45..... | 1900 tons |
| Utah Ry. 300 Series..... | 1700 tons |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative, retainers will be used on all cars.

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**.

5-H. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Freight Trains—Soldier Summit to Thistle

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

| | |
|---------------------------|-----------|
| F-7, GP-7, GP-9, F-9..... | 1400 tons |
| GP-30, GP-35, GP-40..... | 2000 tons |
| SD-7, SD-9, SD-45..... | 2800 tons |
| Utah Ry. 300 Series..... | 1800 tons |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. When retainers are in use inspection stops must be made at **Gilluly**, **Narrows** and **Thistle**. If dynamic brake is inoperative, retainers will be used on all cars.

5-J. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Subdivision 6-B (Spring Canyon Branch)

5-K. On descending grades use retainers on all cars.

Before loads are pulled from mine tracks, an application and release test of air brakes must be made.

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

Subdivision 6-C (Pleasant Valley Branch)

5-L. 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 use ten retainers plus one retainer for each additional 200 tons **Clear Creek to Scofield.**

If dynamic brake is inoperative, the forward one-half of retainers will be used **Clear Creek to Scofield** and forward one-third of retainers will be used **Scofield to Colton.**

Subdivision 6-E (Tintic Branch)

5-M. Not more than 30 loads may be handled and retainers must be used on all cars **Iron King to Pearl.**

Subdivision 6-J (Bingham Branch)

and

Subdivision 6-L (Lark Branch)

5-N. 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 use ten retainers plus one retainer for each additional 100 tons **Lark-Copperton to Welby.** If dynamic brake is inoperative, retainers will be used on all cars.

Subdivision 7

5-O. At Freeport Center, **Clearfield**, when handling cars on North or South main switching lead west of Rio Grande connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade with at least one air brake cut in for every six loads.

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. |

Railroad crossings at grade protected by signals or signals and derrails: 15

| Sub-div | MP | Tracks Governed | Remarks |
|---------|-------|--|---|
| 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. | |
| 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. | 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 | 748.7 | D. & R. G. W. main track and U. P. switch tracks. | Interlocking. Color light signals for normal and reverse movements. U. P., W. P., and D. & R. G. W. — each road 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 | 750.3 | | Semi-Automatic signal protection. Color light signals. Normal position of derrails and signals against U. P. Each road governed by own rules and special instructions. See instructions posted in phone booth. ABS governing movements from Standard Oil Spur and Cudahy Spur have two signals. Upper signal governs route to D. & R. G. W. main track, lower signal governs route to U.P. 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 |

| Sub-div | MP | Tracks Governed | Remarks |
|---------------------------|----------------|--|--|
| 7 | 748.7 750.3 | D. & R. G. W. main track and U. P. switch tracks. | then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal. Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to U.P. track. |
| 7 | 771.3 | D. & R. G. W. main track and U. P. branch track. | Color light signals. U. P. trains stop. Normal position of 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. | CTC. Signals and dual controlled switches controlled by D.&R.G.W. train dispatcher, Roper. |
| 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. |

| Sub-Div. | MP | Tracks Governed | Remarks |
|--|----|---|--|
| 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.

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 trains, yard and other locomotives must give way without unnecessarily delaying the approaching train or trains.

Operation at Thistle

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

Operation Springville-Roper

6-H. Operator **Provo** controls 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 or 6955-EA display "PROCEED" it is authority to occupy Eastward Main Track between Eastward Positive ABS 6958 and Westward Positive ABS 6947. Such authority must not be given when Westward train or work extra is occupying Eastward Main Track between **Thistle** and **Springville**.

When Westward Positive ABS 6955-E or 6955-EA display "PROCEED" and crossover MP 695.7 is lined for movement from Eastward Main Track to Westward Main Track it is authority to proceed through crossover MP 695.7 to **Provo** on Westward Main Track.

6-I. Dual controlled derail located opposite ABS 7072-F on Geneva Steel Plant Lead.

Operation at Bacchus Spur

6-J. Trains entering Kennecott Corp. track MP 1.8, Bacchus Spur, must call Kennecott Corp. train dispatcher, **Copperton** for permission to operate electric 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 derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track

with flashing warning lights, 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 | Passenger Freight | |
|----------------------------------|-------------------|-----|
| | MPH | MPH |
| Subdivision 16 (Montrose Branch) | | |
| Montrose-Grand Junction | | 30 |
| Montrose-Ridgway | | 15 |

ZONE SPEEDS

| | Passenger MPH | Freight MPH |
|--|------------------|----------------|
|--|------------------|----------------|

Subdivision 16-A (North Fork Branch)

| | | |
|----------------------------------|--|----|
| Delta-Bridge 380.19 | | 30 |
| Bridge 380.19-MP 405 | | 25 |
| MP 405-MP 412 | | 20 |
| MP 412-Somerset (Eastward) | | 20 |
| Somerset-MP 413 (Westward) | | 12 |

Subdivision 5 except as

| | | |
|---|----|----|
| specified below | 70 | 65 |
| 10th St—Grand Ave., 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 590 | | 70 |

Subdivision 5-A (Sunnyside Branch)

| | | |
|--|--|----|
| Mounds-MP 2 | | 30 |
| MP-2—East Switch Columbia Jct. | | 20 |
| East Sw Columbia Jct.—Sunnyside (Eastward) | | 20 |
| Sunnyside—East Sw Columbia Jct. (Westward) | | 15 |

Subdivision 5-B (Cane Creek Branch)

| | | |
|---------------------|--|----|
| Brendel—MP 22 | | 40 |
| MP 22—Potash | | 30 |

Subdivision 6 and 7, except as
specified below

| | | |
|-------|----|----|
| | 60 | 60 |
|-------|----|----|

Helper-Thistle (Westward trains)

| | | |
|------------------------------------|----|----|
| MP 651.5—MP 665.5 | 30 | 30 |
| MP 665.5—West Switch Narrows | 50 | 40 |
| West Switch Narrows—MP 676 | 35 | 35 |
| MP 676-MP681 | 50 | 40 |

Thistle-Helper (Eastward trains)

| | | |
|----------------------------------|----|----|
| MP 676—West Switch Narrows | 40 | 40 |
| MP 665.5—MP 651.5 | 30 | 30 |
| MP 639—Helper | 30 | 25 |

(On "Coal" trains, (See Time-Table Rule 5, speed must be restricted to 25 MPH from MP 651.5 to MP 681, Westward, and to 20 MPH from MP 639 to Helper, Eastward).

| | | |
|--|----|----|
| MP 681-MP 742 | 70 | 70 |
| Except, Eastward Main Track, East Roper-Endot | 50 | 50 |
| MP 742-9th South, Salt Lake City | 30 | 30 |
| Main Track, 9th South-South Temple Street, Salt Lake City | 12 | 12 |
| 4th North Salt Lake City—Transfer | 70 | 70 |

Subdivision 6-B (Spring Canyon Branch)

| | | |
|----------------|--|----|
| Westward | | 10 |
| Eastward | | 15 |

Subdivision 6-C (Pleasant Valley Branch)

| | | |
|------------------------|--|----|
| Colton—MP 9 | | 15 |
| MP 9—Clear Creek | | 10 |

Subdivision 6-D (Marysvale Branch)

| | | |
|----------------------|--|----|
| MP 1—MP 81 | | 30 |
| MP 81—MP 132.2 | | 25 |
| Moroni Spur | | 25 |

ZONE SPEEDS

| | Passenger MPH | Freight MPH |
|--|------------------|----------------|
|--|------------------|----------------|

Subdivision 6-E (Tintic Branch)

| | | |
|---|--|----|
| Pearl—Iron King (Eastward) | | 15 |
| Iron King—Pearl (Westward) | | 10 |
| Pearl—Springville | | 25 |
| Spanish Fork Sugar Factory—Spanish Fork | | 10 |
| Del Monte Packing Co. | | 5 |

Subdivision 6-G (Provo Canyon Branch)

20

Subdivision 6-H (Orem Branch)

10

Subdivision 6-J (Bingham Branch)

| | | |
|----------------|--|----|
| Westward | | 15 |
| Eastward | | 20 |

Subdivision 6-K (Garfield Branch)

| | | |
|-------------------------------------|--|----|
| Welby—Kearns | | 30 |
| Kearns-Magna and Bacchus Spur | | 20 |

Subdivision 6-L (Lark Branch)

| | | |
|----------------|--|----|
| Westward | | 12 |
| Eastward | | 20 |

Subdivision 7-A (Hooper Branch)

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 and west end 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 |
| Wash | East and west end siding |
| Wellington | East and west end siding |
| Price | East end siding |
| Maxwell | East and west end siding |

OTHER MAXIMUM SPEEDS

MPH

| | | |
|--|--------------------------------|----|
| 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 |
| 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 |
| Main track, U.P. Crossing MP 744.2..... | | 12 |
| Grant Tower Interlocking MP 745.5..... | | 15 |
| Geneva Steel Plant Yard..... | | 10 |
| Bowie Mine Tracks..... | | 5 |
| 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 130-149 | 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 |
| Flat cars loaded with Rip-Rap | 25 |
| Welded Rail Trains, under load | 35 |
| Cars stencilled beet or tie service | 40 |
| 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. | |

OTHER MAXIMUM SPEEDS

MPH

10-C. Sidings where maximum permissible speed is less than 30 MPH:

| | |
|--------------------|----|
| Kyune | |
| Detour | |
| Narrows | |
| Rio | |
| All Branches | 15 |

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 | W. R. Worley, Jr., Surg..... | Richfield |
| N. A. Brethouwer, GP..... | Montrose | R. H. Nightingale..... | Springville |
| Robert J. Bennett, GP..... | Delta | Internist | |
| Woodrow E. Brown, GP..... | Hotchkiss | Clair W. Judd, GP..... | Springville |
| E. Robert Orr, GP..... | Fruitka | Preston G. Hughes..... | Spanish Fork |
| H. T. Barton, GP..... | Green River | General Practitioner | |
| James R. Alexander, GP..... | Moab | Milo C. Moody, GP..... | Spanish Fork |
| Paul R. Mayberry, Surg..... | Moab | Thomas M. Hall, GP..... | Payson |
| Jay P. Munsey, GP..... | Moab | DeCosta Clark, Dentist..... | Provo |
| Rodney R. Rutt, GP..... | Moab | Ralph E. Jorgenson..... | Provo |
| Alfred James, Surg..... | Dragerton | Ophthalmologist | |
| J. E. Dorman, Ophthal..... | Price | Richard A. Nimer, Internist..... | Provo |
| Wm. M. Gorishek, Surg..... | Price | H. David Rees, Surg..... | Provo |
| S. L. Oliveto, Dentist..... | Price | Charles M. Smith, Sr., GP..... | Provo |
| J. J. Dalpiaz, Dentist..... | Helper | Charles M. Smith, Jr..... | Provo |
| A. R. Demman, GP..... | Helper | Orthopedic Surgeon | |
| O. W. Phelps, GP..... | Helper | Jesse J. Weight, GP..... | Provo |
| Orlo W. Hardy, GP..... | Clear Creek | J. B. Westwood, GP..... | Provo |
| D. C. Rigby, GP..... | Mt. Pleasant | Boyd Larsen, GP..... | Lehi |
| Harlow B. McQuarrie..... | Ephraim | J. T. Meyers, GP..... | Lehi |
| Proctologist | | Carvel H. Evans, GP..... | Murray |
| Halvard J. Davidson, GP..... | Manti | Val Sundwall, GP..... | Murray |
| L. H. Stewart, GP..... | Gunnison | Norman R. Beck, Ortho..... | Salt Lake |
| Rae E. Noyes, GP..... | Salina | Charles F. Behle..... | Salt Lake |
| H. Asa Dewey, GP..... | Richfield | Ophthalmologist | |
| | | Harry Berman..... | Salt Lake |
| | | Ear, Nose, Throat | |

11-B. (continued)

| | |
|--|---|
| Richard P. Bigelow.....Salt Lake Internist | E. D. Nusbaum.....Salt Lake Neurologist |
| Robert M. Crowder.....Salt Lake Radiologist | Charles M. Parrish.....Salt Lake Thoracic Surgery |
| L. Dean Day, Ob-Gyn.....Salt Lake | C. B. Powell.....Salt Lake Neurosurgeon |
| K. L. Dedekind, Dentist.....Salt Lake | James H. Quinn.....Salt Lake Ophthalmologist |
| Robert G. Evans, Intern.....Salt Lake | O. Howard Reichman.....Salt Lake Neurosurgeon |
| Robert T. Ferguson.....Salt Lake Ear, Nose, Throat | C. H. Springer, Dentist.....Salt Lake |
| Harry E. Fisher, Jr.....Salt Lake Urologist | Jack L. Tedrow.....Salt Lake Psychiatrist-Neurologist |
| Dean W. Gray.....Salt Lake Ear, Nose, Throat | Robert G. Thompson.....Salt Lake Dermatologist |
| George D. Gross, Intern.....Salt Lake | Richard T. Van Orden.....Salt Lake Ear, Nose, Throat |
| Whitney J. Haight.....Salt Lake Ear, Nose, Throat | E. H. White, Internist.....Salt Lake |
| Charles C. Hall, Ortho.....Salt Lake | George S. Diumentl.....Bountiful General Practitioner |
| J. E. Hansen.....Salt Lake Ear, Nose, Throat | Noall Z. Tanner, Surg.....Layton |
| Don Handy, Dentist.....Salt Lake | Joseph Amano, GP.....Clearfield |
| Wayne M. Hebertson.....Salt Lake Neurologist | Ralph C. Petersen, GP.....Clearfield |
| Philip M. Howard.....Salt Lake Surgeon | H. V. DeMars.....Ogden Ear, Nose, Throat |
| F. W. Kirk, Dentist.....Salt Lake | Chelton S. Feeny, Internist.....Ogden |
| Lewis Kirkman, Derma.....Salt Lake | R. W. Krumback.....Ogden Urologist |
| Anthony W. Middleton.....Salt Lake Urologist | James A. McMurrin, Surg.....Ogden |
| R. C. Mohr, Psych.....Salt Lake | Drew M. Peterson.....Ogden Internist |
| Everett B. Muir.....Salt Lake Ophthalmologist | A. W. Petty, Dentist.....Ogden |
| A. Namba, Internist.....Salt Lake | Ralph W. Pugmire.....Ogden Ophthalmologist |
| Stanley Neff, GP.....Salt Lake | Clayton Gabbert.....Ogden Orthopedic Surgery |

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 |
| 451.1 | Trailing | 671.6 | Trailing | 700.4 | Trailing |
| 626.0 | Trailing | 675.9 | Facing | 700.9 | Trailing |
| 626.6 | Trailing | 680.0 | Facing | 701.0 | Facing |
| 627.0 | Facing | 681.0 | Trailing | 707.1 | Trailing |
| 628.8 | Trailing | 682.3 | Trailing | 707.2 | Facing |
| 630.1 | Trailing | 682.3 | Facing | 734.4 | Facing |
| 631.2 | Facing | 688.6 | Trailing | 735.9 | Trailing |
| 632.0 | Trailing | 695.7 | Trailing | 740.8 | Facing |

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 |
|-------|--------|------------|----|

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 receiving yard at East Yard, Grand Jct. will head in 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, Grand Jct. will be governed by instructions from Yardmaster.

At East Yard, Grand Jct. 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 stock yards, Montrose, is to stock track.

16-C. 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 Wash 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 | Designation | Capacity |
|-------|----------------------|----------|
| 1 | CBC Empties | 40 |
| 2 | DRGW Empties | 40 |
| 3 | Geneva Loads | 40 |
| 4 | Geneva Loads | 40 |
| 5 | Somerset Loads | 40 |
| 6 | Somerset Loads | 40 |

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

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

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

| Location | Tracks |
|---|--------|
| Kyune, westward track, MP 639.2..... | 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 734.3..... | 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-I. 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-J. Location of permanent derails on main track or sidings:

| Subdivision | Location | Description |
|-------------|------------------|------------------|
| 5-B | Seven Mile | Both Ends Siding |
| 5-B | Emkay | East End Siding |
| 6-D | Hill Top | Both Ends Siding |
| 6-D | 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 | West End Siding |
| 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 | Two units of any type |
| Ahead of caboose | (a) Three units of any type, or (b) Five units if no SD-45 unit in locomotive consist |
| Ahead of 2500 adj. tons | (a) Five units of any type, or (b) Eight units if no SD-45 unit in locomotive consist |
| Ahead of 3000 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 Southern Pacific 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 lined 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.

18-I. 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.

18-J. 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.

Bulletin No. A-45, dated August 29, 1968 reads:

"All trains and engines will handle their own switches for movement in vicinity 2nd South and 1st North Streets. Unless otherwise instructed, all passenger trains will use Track No. 3 at Salt Lake Passenger Station, and all switches at both ends of Passenger Yard must be left lined for No. 3 track after being used.

Switches will be set normally at:

2nd South Street—

Crossover just east of 2nd South, for movement from Provo Main to Grant Tower.

Switch from Passenger Line to Passenger Yard just west of 2nd South, for Passenger Yard.

Switch from Provo Main to Passenger Yard just west of 2nd South for Provo Main.

Derail near Switch Tender's shanty on passenger lead, south end Salt Lake Passenger Station has been removed. Derails have been installed at south end No. 1 track just south of Post Office Annex switch; No. 2 track just south of 1st South street and south end passenger lead just south of No. 7 track switch.

104(X). At Salt Lake City, eastward trains and engines on main track must stop to clear 5th North Street unless proceed signal is received from Switch Tender. Switch Tender must receive verbal permission from north end Dispatcher before giving proceed signal. At Salt Lake City, in addition to receiving Clearance Form 2643, Conductors of westward First Subdivision passenger trains must receive permission from Dispatcher before starting train.

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-K. 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 |
| Price | 7:15 AM - 4:15 PM | 7:15 AM - 4:15 PM | Closed |
| Helper | Continuous | Continuous | Continuous |
| Thistle | Continuous | Continuous | Continuous |
| Provo | Continuous | Continuous | Continuous |
| Geneva | Continuous | 7:00 AM - 11:59 PM | 7:00 AM - 11:59 PM |
| Midvale | 7:00 AM - 4:00 PM | Closed | Closed |
| Roper | Continuous | Continuous | Continuous |
| Grant Tower | Continuous | Continuous | Continuous |
| Clearfield | 7:30 AM - 11:00 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 | Closed |
| 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 |
| 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 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, test of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which have not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

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

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

SPEED TABLE

| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Mins. | Sec. | | Mins. | Sec. | | Mins. | Sec. | |
| — | 36 | 100 | — | 58 | 62.6 | 1 | 40 | 36.0 |
| — | 37 | 97.3 | — | 59 | 61.0 | 1 | 42 | 35.3 |
| — | 38 | 94.7 | 1 | — | 60.0 | 1 | 44 | 34.6 |
| — | 39 | 92.3 | 1 | 02 | 58.0 | 1 | 46 | 34.0 |
| — | 40 | 90.0 | 1 | 04 | 56.2 | 1 | 48 | 33.3 |
| — | 41 | 87.8 | 1 | 06 | 54.2 | 1 | 50 | 32.7 |
| — | 42 | 85.7 | 1 | 08 | 52.9 | 1 | 52 | 32.1 |
| — | 43 | 83.7 | 1 | 10 | 51.4 | 1 | 54 | 31.6 |
| — | 44 | 81.8 | 1 | 12 | 50.0 | 1 | 56 | 31.0 |
| — | 45 | 80.0 | 1 | 14 | 48.6 | 1 | 58 | 30.5 |
| — | 46 | 78.3 | 1 | 16 | 47.4 | 2 | — | 30.0 |
| — | 47 | 76.6 | 1 | 18 | 46.1 | 2 | 05 | 28.8 |
| — | 48 | 75.0 | 1 | 20 | 45.0 | 2 | 10 | 27.7 |
| — | 49 | 73.5 | 1 | 22 | 43.9 | 2 | 15 | 26.7 |
| — | 50 | 72.0 | 1 | 24 | 42.9 | 2 | 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. DeVinny..... | Montrose |
| Woody Jewelry Store..... | Helper |
| G. H. Heindselman..... | Provo |
| H. B. Miller & Co..... | Salt Lake City |
| L. C. West & Sons..... | Ogden |

| FROM | TO | SD-7, 5300-5304 SD-9, 5305-5314 | F-7, 555-575 5761, 5764 F-9, 577 5782, 5783 GP-7, 5100-5113 GP-8, 6801-6954 | GP-30, 3001-3028 GP-35, 3029-3050 | GP-40 3051-3080 | SD-45 5315-5340 | Adj. Fac. |
|-----------------------------|---------------------|--|---|--|--------------------|--------------------|--------------|
| Grand Jct..... | Mounds..... | 2800 | 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..... | Sunayside..... | 900 | 550 | 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..... | 2800 | 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..... | Scofield..... | 1420 | 950 | 1150 | 1200 | 1650 | 3 |
| Scofield..... | 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..... | 2800 | 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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