

**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE

**OF THE
UTAH DIVISION**

No.

9

**EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME**

SUNDAY, APRIL 19, 1970

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

W. J. HOLTMAN

Executive Vice President - General Manager

D. J. BUTTERS

Chief Transportation Officer

A. H. NANCE

Superintendent



J. A. GREENER, Asst. Superintendent	Roper
R. F. SPURLING, Asst. Superintendent	Roper
J. E. ABERTON, Division Trainmaster	Roper
E. R. MORAN, Division Trainmaster	Grand Junction
L. H. PENNINGTON, Trainmaster	Roper
V. I. GRIFFITH, Trainmaster	Provo
M. M. KANDERIS, Trainmaster	Helper
L. O. FICKLIN, Trainmaster	Grand Junction
M. B. DAVIS, Assistant Trainmaster	Grand Junction
S. F. TEZAK, Terminal Trainmaster	Roper
C. W. HEARN, Terminal Trainmaster	Grand Junction
A. HENKE, Road Foreman of Equipment	Roper
R. G. BUFFALOW, Road Foreman of Equipment	Helper
E. H. TWEHOUS, Road Foreman of Equipment	Grand Junction
A. R. JOHNSON, Chief Dispatcher	Roper
Subdivisions 6, 7, 6-B, 6-C, 6-D, 6-E, 6-H, 6-J, 6-K, 6-L and 7-A	
J. K. BROCKETT, Chief Dispatcher	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	486-1094
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 Junction and Roper

Radio communication Train to Dispatcher is on Channel 1. Throw toggle switch to "Disp. 1" or "Disp. 2" momentarily. A tone burst in speaker indicates train dispatcher has been alerted. Wait for him to acknowledge, then use handset in normal manner. "Disp. 1" covers territory Ogden to Helper. "Disp. 2" covers territory Helper to Grand Junction including Cane Creek Branch.

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens

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

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

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

STATIONS	EASTWARD										WESTWARD															
	42	48	52	54	34	75	71	77	89	85	81	87	88	83	87	North Yard	Bond	Pueblo	Salida	Minum	Grand Junction	Helper	Roper	Ogden	Delivered to Connection	
North Yard	800A	900A	600P	600P	630P				800P	800P	500P	1201P	1210P	600A	515A						1220P 1235P	340P	630P 800P	900P	WP 900P SP 900P	Q 700P RI 600P MP 800P
Bond	200A	400A	100P	140P	235P			1230P	125A	4215A	930P	520P	410P	1000A	900A						1355P	340P	800P 400A	500A	Q 700P RI 600P MP 800P	
Pueblo	1000A	1100A	700P	700P	800P																				Q 700P RI 600P MP 800P	
Salida	630A	800A	415P	430P	520P			310P																	Q 700P RI 600P MP 800P	
Minum	280A	430A	116P	155P	250P			635P																	Q 700P RI 600P MP 800P	
Grand Junction	8-930P 6-1000P 730P	8-1201A 6-1210A 1000P	8-835A 6-830A 700A	8-1015A 6-1010A 865A	8-1120A 6-1120A 1115A			955P 1005P	555A 630A	340A 400A	100A 105A	920P 950P	730P 735P	125P 130P	1220P 1235P										Q 700P RI 600P MP 800P	
Helper	230P	500P	200A	510A	800A			200A	1150A	740A	445A	300A	1100P	455P	340P										Q 700P RI 600P MP 800P	
Roper	900A 730A	1230P 1100A	930P 915P	145A 135A	500A			530A 200P	400P 800P	1100A 200P	800A 200P	700A 200P	210A 400A	800P 400A	630P 800P										Q 700P RI 600P MP 800P	
Ogden	600A	1000A	800P	1230A	300A			300P	900P	300P	300P	300P	500A	500A	900P										Q 700P RI 600P MP 800P	
Delivered to Connection	Q 900A RI 800A MP 1100A	Q 1000A RI 900A MP 1201P	Q 700P RI 600P MP 800P	Q 700P RI 600P MP 800P	Q 700P RI 600P MP 800P			WP 600P SP 900P	WP 500P SP 900P	WP 1201P SP 300P	WP 900A SP 300P	WP 800A SP 300P	WP 310A SP 500A	WP 900P SP 500A	WP 750P SP 900P											Q 700P RI 600P MP 800P

4 WESTWARD

EASTWARD

Second Class 17 Passenger Leave Mon, Thur, Sat.	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 5 Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding	Second Class 18 Passenger Arrive Tues, Fri, Sun.
					E. Sw.	W. Sw.			
2 15 PM		449.6 451.1 451.7		5000	GRAND JCT. 2.1 DNRBKJ			Yard	3 10 PM
				2802	DURHAM 8.8		30 30	96	
		460.5		2808	FRUITA W 8.4	E120	30 30	1120	
		468.9		2812	MACK 4.2		30 30	148	
		473.1		2810	RUBY 4.9		30 30	145	
		478.0		2818	SHALE 3.3		30 30	85	
		483.3		9920	UTALINE 5.1		30 30	116	
		488.4		9922	WESTWATER 9.7		30 30	98	
		498.1		9924	AGATE 6.8		30 30	150	
		504.4		9928	CISCO W 6.1		30 30	91	
		510.5		9930	WHITEHOUSE		30 30	129	
		515.6		9932	ELBA 5.1		30 30	104	
		520.7		9934	SAGERS 7.4		30 30	149	
3 40		528.1		9936	THOMPSON WY 5.7		30 30	137	4 15
		533.8		9940	BRENDEL J 6.6		30 30	96	
		540.4		9942	FLOY 6.5		30 30	112	
		546.0		9944	SOLITUDE 8.3		30 30	150	
4 05		555.2		9950	GREEN RIVER WY 6.2		30 30	133	4 15
		561.5		9903	SPHINX 6.1		30 30	116	
		567.6		9904	DESERT 6.0		30 30	115	
		574.2		9906	CLIFF 3.2		30 30	115	
		581.4		9908	WOODSIDE 6.3		30 30	123	
		586.6		9910	GRASSY 6.2		30 30	118	
		590.0		9912	CEDAR W 6.2		30 30	114	
		593.1		9914	VERDE 7.9		30 30	98	
		599.3		9916	MOUNDS J 6.1		30 30	111	
		603.2		9921	WASH 1.9		30 30	165	
		611.1		9922	WELLINGTON 6.1		30 30	117	
5 20		619.1		9926	PRICE WY 3.0	E120	30 15	1120	5 20
		623.1		9928	MAXWELL 4.3	W 81	13 15	114	
5 35 PM		626.4		9932	HELPER DNRBK	Yard			11 55 AM

Exceptions: Zone Speeds:

MPH

All Trains:

10th St.—West Wye Sw. Grand Jct.—Eastward Track	10
10th St.—Grand Avenue, MP 450.6	20
Switch MP 450.6—End 2 Main Tracks MP 451.1 Durham, Westward Track	65
Eastward Track	35

Additional Speed Restrictions

Durham, End Two Main Tracks	30
MP 623.3 Wheel Checker and Dragging Equipment Detector	25
Helper—End of Two Main Tracks	30
All other turnout speeds	15

City Ordinances:

Grand Junction	25
Price	40

WESTWARD

EASTWARD 5

Second Class 17 Passenger Leave Mon, Thur, Sat.	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 6 Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding	Second Class 18 Passenger Arrive Tues, Fri, Sun.
					E. Sw.	W. Sw.			
5 38 PM		626.4		9092	HELPER DNRBK 2.4			Yard	11 50 AM
		628.8		9038	UTAH RY JCT. J 1.0			Yard	
		630.4		9044	CASTLE GATE 8.5			Yard	
		638.9		9050	KYUNE W 7.0			102	
		644.4		9054	COLTON WJ 9.6			Yard	
		651.4		9050	SOLDIER SUMMIT Y 9.6	30 30	30 30	E156 W152	
6 38		661.0		9090	GILLULY W 4.6	30 30	30 30	150	
6 46		665.6		9062	DETOUR 6.6	10 10	10 10	E109	1038
6 55		672.2		9066	NARROWS 8.7	10 10	10 10	E116	1029
7 09		676.0		9070	THISTLE JWY W11.9 E15.9	10 10	10 10	E123 W140	1013
		680.9		9302	SPRINGVILLE J 8.1				956
		695.8		9306	U.P. CROSSING 2.2			Yard	9 50
7 35		701.1		9310	PROVO RDNRBK KOSWY 4.6			Yard	
		705.7		9313	U.P. CROSSING 1.5				
		707.2		9317	GENEVA 1.2				
		708.4		9319	PIPE MILL 6.6				
		715.0		9321	AMERICAN FORK 5.3	30 30	30 30	175	
		720.9		9325	MESA 6.3	30 30	30 30	150	
		728.6		9328	RIVERTON 6.3	30 30	30 30	130	
		734.9		9333	MIDVALE JWY 5.8	15 30	30 30	E143	
8 15		740.7		9348	EAST ROPER 1.9			Yard	
		742.0		9000	ROPER DNRBK 1.7			Yard	
		742.5		9354	U.P. CROSSING 0.0				
		744.2		9000	SALT LAKE CITY BK			Yard	9 00 AM
8 30 PM		745.1		9000				Yard	

Exceptions:

Zone Speeds:

MPH

All Trains:	
Eastward Main Track East Roper—East Midvale	40
Eastward Main Track Pipe Mill—Provo	50

Passenger Trains:

MP 665.6—West Switch Narrows (Westward)	50
MP 676.0—MP 680.9 (Westward)	50
MP 638.9—Helper (Eastward)	30

Coal Trains:

MP 651.4—MP 665.6 (Westward)	20
MP 665.6—MP 672.2 (Westward)	25
MP 672.2—MP 680.9 (Westward)	20
MP 676.0—MP 680.9 (Westward)	25
MP 638.9—Helper (Eastward)	20

Turnout Speeds:

Colton—End of Two Main Tracks	60
Soldier Summit—End of Two Main Tracks	30
Pipe Mill—End of Two Main Tracks	55
Midvale—End of Two Main Tracks	30
All other turnout speeds	15

Siding Speeds:

Kyune	15
Detour, Narrows and Thistle	10

City Ordinances:

Provo	30
Salt Lake City, 9th South—5th North	25
Geneva Steel Plant Yard, all trains	10
Main Track U.P. Crossing Ironton (MP 698.9)	50

6 WESTWARD ←

→ EASTWARD

Second Class 17 Passenger		Mile Post		Station Number	Subdivision 7 Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH		Surplus Capacity of	Second Class 18 Passenger	
Zone Speed Westward MPH	Zone Speed Eastward MPH	E. Sw.	W. Sw.		E. Sw.	W. Sw.	Arrive Tues, Fri, Sat.				
9 00PM				6000	SALT LAKE CITY BK			Yard		8 30AM	
	25	745.1	25	9808	GRANT TOWER						
	15	745.5	15	9812	U.P. CROSSING						
		748.7		9814	U.P. CROSSING						
	70	750.3	70	9824	WOODS CROSS	30	30	150			
		753.9		9847	CLEARFIELD	30	30	150			
		770.4		9848	U.P. CROSSING						
		771.3		9856	O.U.R. & D. CROSSING						
	30	779.3	30	9886	TRANSFER DNRB			Yard			
		781.1		9888	OGDEN					7 15AM	
10 15PM		782.0		9888	OGDEN					7 15AM	
Arrive Mon, Thur, Sat.					(38.9)					Leave Tues, Fri, Sat.	

Exceptions:

U.P. Crossing, MP 771.3	50
Transfer, East end outbound lead	30
All other turnout speeds	15
City Ordinance, Salt Lake City	25

SUNNYSIDE

WESTWARD ← BRANCH → EASTWARD 7

Zone Speed Westward MPH	Miles from Mounds	Zone Speed Eastward MPH	Station Number	Subdivision 5-A Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speed MPH	Capacity of Siding
				E. Sw.	W. Sw.		
10	17.5		9106	SUNNYSIDE	RWY		Yard
15	15.0	↑	9104	COLUMBIA JCT.	JY		Yard
25	13.2	↑	9016	MOUNDS	J		Yard
30	5.0	↑					

Automatic Block Signals..... Mounds—MP 1.3

Exceptions:	
Turnout Speeds:	MPH
Mounds, Jct. Switch Subdivision 5-A	30
All other turnout speeds	15

CANE CREEK BRANCH

Zone Speed Westward MPH	Miles from Brendel	Zone Speed Eastward MPH	Station Number	Subdivision 5-B Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speed MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	35.8		9943	POTASH			Yard
30	28.5	↑	9941	EMKAY	R	15	15
40	22.0	↑	9939	SEVEN MILE		15	15
	21.3	↑	9940	BRENDEL	J		Yard

Exceptions:	
All other turnout speeds	MPH
Sidings	15

SPRING CANYON BRANCH

Zone Speed Westward MPH	Miles from Spr. Canyon Junction	Zone Speed Eastward MPH	Station Number	Subdivision 6-B Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speed MPH	Capacity of Siding
				E. Sw.	W. Sw.		
10	5.0	↑	9123	SPRING CANYON			Yard
		↑	9034	SPRING CANYON JCT.			

All turnout speeds MPH
15

PLEASANT VALLEY BRANCH

Zone Speed Westward MPH	Miles from Colton	Zone Speed Eastward MPH	Station Number	Subdivision 6-C Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speed MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	21.1		9170	CLEAR CREEK			Yard
10	15.2	↑	9156	SCOTFIELD		15	15
15	9.0	15	9054	COLTON	JW		Yard

Exceptions:	
All other turnout speeds	MPH
Sidings	15

MARYSVALE 8 WESTWARD ← BRANCH → EASTWARD

Zone Speed Westward MPH	Miles from Thistle	Zone Speed Eastward MPH	Station Number	Subdivision 6-D Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
25 ↓	132.2	25 ↑	9297	MARYSVALE			Yard
	120.6		9294	SEVIER	15	15	16
	111.7		9291	BLSINORE	15	15	23
	110.0		9289	NIBLEY	15	15	55
	103.7		9284	RICHFIELD	15	15	Yard
	100.1		9279	KDMA	15	15	30
	96.3		9275	SIGURD	15	15	34
	92.2		9271	AURORA	15	15	51
	86.4		9262	SALINA DEBKWY	15	15	Yard
	82.5		9260	REDMOND	15	15	9
30 ↓	81.0	30 ↑	9256	SPEARMINT	15	15	38
	75.0		9251	MANTI			Yard
	60.8		9228	EPHRAIM DY	15	15	Yard
	58.4		9227	WEST EPHRAIM	15	15	61
	52.5		9216	MT. PLEASANT	15	15	17
	38.6		9214	FAIRVIEW	15	15	19
	32.0		9209	HILL TOP	15	15	28
	23.3		9206	INDIANOLA	15	15	23
	14.8		9070	THISTLE JWY			Yard
	1.0						

Exceptions:
Zone Speeds MPH
Moroni Spur 25
All other turnout speeds 15
Sidings 15

Westward trains from Subdivision 6-D must obtain permission from Train Dispatcher, before occupying eastward main track or eastward siding, Thistle.

TINTIC BRANCH

Zone Speed Westward MPH	Miles from Springville	Zone Speed Eastward MPH	Station Number	Subdivision 6-E Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
10 ↓	33.8	15 ↑	9438	IRON KING	15	15	9
	32.4		9436	BURGIN	15	15	18
	31.3		9437	FLORA			
25 ↓	27.5	25 ↑	9435	PEARL Y	15	15	8
	16.0		9421	KEIGLEY	15	15	Yard
25 ↓	15.4	25 ↑	9420	SANTAQUIN	15	15	35
	10.8		9418	PAYSON	15	15	28
	3.8		9408	SPANISH FORK	15	15	23
			9302	SPRINGVILLE J	15	15	Yard

Exceptions:
Zone Speeds MPH
Spanish Fork Sugar Factory 10
Spanish Fork Center Street, Main Street and industries 5
All other turnout speeds 15
Sidings 15

OREM BRANCH WESTWARD ← EASTWARD → 9

Zone Speed Westward MPH	Miles from Provo Jct	Zone Speed Eastward MPH	Station Number	Subdivision 6-H Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
10 ↓	6.2	10 ↑	9570	OREM			Yard
	4.8		9564	SNOW	10	10	Yard
			9813	PROVO JCT. J	10	10	Yard

Exceptions:
All other turnout speeds MPH 10

BINGHAM BRANCH

Zone Speed Westward MPH	Miles from Midvale	Zone Speed Eastward MPH	Station Number	Subdivision 6-J Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
15 ↓	11.9	20 ↑	9632	COPPERTON			
	7.5			4.4 DALTON JCT J			
	5.1		9624	WELBY JY	15	15	47
	2.0		9622	WEST JORDAN	15	15	23
			9332	MIDVALE JWY	15	15	Yard

Exceptions:
Zone Speed: Highway crossing at MP 9.03 near Proler 10
All other turnout speeds 15
Sidings 15

GARFIELD BRANCH

Zone Speed Westward MPH	Miles from Welby	Zone Speed Eastward MPH	Station Number	Subdivision 6-K Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
20 30	12.8	20 30	9676	MAGNA			
	6.0		9670	KEARNS	15	15	9
			9624	WELBY JY	15	15	47

Exceptions:
Zone Speeds: Bacchus Spur 20
All other turnout speeds 15
Sidings 15

LARK BRANCH

Zone Speed Westward MPH	Miles from Dalton Jct.	Zone Speed Eastward MPH	Station Number	Subdivision 6-L Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
12 ↓	5.5	20 ↑	9628	LARK			Yard
				5.5 DALTON JCT J			

All turnout speeds MPH 15

HOOPER BRANCH

Zone Speed Westward MPH	Miles from Roy	Zone Speed Eastward MPH	Station Number	Subdivision 7-A Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
10 ↓	4.0	10 ↑	9876	HOOPER			Yard
	1.1		9864	BARTON	10	10	30
			9854	ROY J	10	10	

Exceptions:
All other turnout speeds MPH 10
Sidings 10

MONTROSE BRANCH

10 WESTWARD ↙ ↘ EASTWARD

Zone Speed Westward MPH	Mile Post	Zone Speed Eastward MPH	Station Number	Subdivision 16 Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
30 ↓	351.5	30 ↑	2650	MONTROSE DBROY 5.4	15	15	Yard
	356.9		2644	ROE 5.3	15	15	15
	362.2		2638	OLATHE 5.3	15	15	15
	367.5		2634	CHIPETA 5.3	15	15	23
	372.8		2630	DELTA DBBJKY 4.7	15	15	Yard
	377.5		2624	ROUBIDEAU 13.5	15	15	60
	391.0		2616	DOMINGUEZ 6.7	15	15	38
	397.7		2614	BRIDGEPORT 14.1	15	15	75
	411.8		2608	WHITEWATER 12.5	15	15	38
	424.3		5000	GRAND JCT. DNBRJKY	15	15	Yard

Exceptions:		MPH
Zone Speed, Montrose-Ridgway Spur	.....	15
All other turnout speeds	.....	15
Sidings	.....	15
City Ordinance — Montrose	.....	15

NORTH FORK BRANCH

Zone Speed Westward MPH	Mile Post	Zone Speed Eastward MPH	Station Number	Subdivision 16-A Stations TIME-TABLE No. 9 April 19, 1970	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
12 ↓	415.3	20 ↑	2740	SOMERSET 9.4	15	15	Yard
	405.9		2728	PAONIA D 8.1	15	15	26
25 ↓	405.0	25 ↑	2718	HOTCHKISS 5.3	15	15	21
	397.8		2714	ROGERS MESA 7.0	15	15	62
	392.5		2712	PAYNE 4.6	15	15	38
	385.5		2710	AUSTIN 1.1	15	15	14
	380.9		2708	SAXTON 7.0	15	15	59
380.19	30 ↑	30 ↑	2708	SAXTON 7.0	15	15	59
379.8			2630	DELTA DBBJKY	15	15	Yard
372.8							

Exceptions:		MPH
All other turnout speeds	.....	15
Sidings	.....	15
Bowie yard tracks	.....	5

Tracks not shown as Stations in Time-Table

Name	Mile Post	Station Number	Car Capa- city	Switch Con- nection
Subdivision 5				
Gilsonite	463.8	2809	65	E. & W.
Loma	465.2	2810	40	E. & W.
Subdivision 5-B				
Arch	10.3	9935	12	E. & W.
Lee	18.3	9937	12	E. & W.
Subdivision 6				
Lynn, Eastward Track	632.5	9047	70	E. & W.
Gomex, Westward Track	688.6	9078	Yard	East
Sutro, Eastward Track	690.7	9082	71	E. & W.
Ironton, Ind. Park	698.2	9308	Yard	West
Heber Spur				
12th North	1.9	9506	12	E. & W.
Hale	5.8	9512	10	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
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	5	East
Pappas Lumber,				
Eastward Track	740.5	9352	4	East
Sugar House	742.5	9710	Yard	West

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

NAME	Mile Post	Station Number	Car Capacity	Switch Connection
Subdivision 6-D				
Moroni Spur	52.8	9231	Yard	East
Larsen	9.3	9231	Yard	East
Gunnison	72.9	9254	10	E. & W.
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-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 Sour	6.1	9672	Yard	West
East Magna Spur	10.7	9674	8	East
Subdivision 6-L				
Robbe Spur	1.7	9634	Yard	East
Snyder	3.5	9629	9	E. & W.
Subdivision 7				
Griffin Wheel	746.9	9810	Yard	West
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
Rov	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				
White	393.4	2716	9	West
Juanita Jet	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	Provo	When turning in CTC territory.
6, 7	Salt Lake City	When verbally authorized by train dispatcher.

2-B. Trains on Subdivision 7 originating at Ogden, will secure Clearance at Transfer instead of Ogden.

TRAIN REGISTERS

3. 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.

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

YARD LIMITS

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

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 6520-E, 6520-W	Freight Trains
Provo	ABS 7014—ABS 6972	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 80 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.

Subdivision 5-A (Sunnyside Branch)

5-B. Retainers—Sunnyside to Columbia Junction

Use retainers on all loaded cars.

Retainers—Columbia Junction Westward:

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

5-C. 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—Kyune to Helper

5-D. 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.

5-E. 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-F. 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.....	3000 tons
Utah Ry. 300 Series.....	2400 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.

5-G. 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-H. 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-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 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-J. 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-K. 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-L. 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 derails:

Sub-div.	MP	Location	Tracks Governed	Remarks
6	698.9	Ironton	D&RGW main tracks and UP switch tracks.	CTC and Manual Interlocking. Controlled by D & R G W Train Disp., Roper. Each road governed by own rules and special instructions. D&RGW Opr. Rules 559, 663 and 663-A.
6	705.7	Lakota	D&RGW main tracks and UP main track.	Automatic Interlocking. Each road governed by own rules and special instructions. D & R G W Opr. Rule 667.
6	744.2	9th South Salt Lake City	D&RGW running tracks and UP main track.	Automatic Interlocking. Each road governed by own rules and special instructions. D & R G W Opr. Rule 667. Time release and UP dispatcher's phone are located in box at crossing, where instructions for operation of Interlocking are posted.
6	744.2	9th South Salt Lake City	D&RGW main track and UP 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	745.5	Grant Tower	D&RGW main track and UP switch track. WP running track, D&RGW running tracks and UP main track.	Manual Interlocking controlled by Leverman Grant Tower. Each road governed by own rules and special instructions. D&RGW rules and special instructions. D&RGW Opr. Rules 663 and 663-A.

6. Railroad crossings at grade protected by signals or signals and derails: (cont'd)

Sub-div.	MP	Location	Tracks Governed	Remarks
7	748.7	Becks	D&RGW main track and UP switch track.	<p>CTC and Manual Interlocking. Normal position of derails and signals against UP. Each road governed by own rules and special instructions. D&RGW Opr. Rules 559, 663 and 663-A. 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&RGW main track, lower signal governs route to UP.</p> <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&RGW 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.</p> <p>Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to UP track.</p>
7	750.3	North Salt Lake	D&RGW main track and UP switch track.	
7	771.3	Clearfield	D&RGW main track and UP branch track.	

6. Railroad crossings at grade protected by signals or signals and derails: (cont'd)

Sub-div.	MP	Location	Tracks Governed	Remarks
7	779.3	Sugar Works	D&RGW main track and OUR&D yard track.	CTC and Manual Interlocking. Dual controlled switches controlled by D&RGW train dispatcher, Roper. Each road governed by own rules and special instructions. D&RGW Opr. Rules 559, 663 and 663-A.
7	781.3	Transfer	D&RGW main track, SP main track and OUR&D yard tracks.	Manual Interlocking. Normal position of signals and derails against D&RGW. See instructions posted on door on release mechanism.
7	781.7	Ogden	D&RGW yard track and UP main track.	Manual Interlocking. Normal position of signals against D&RGW. See instructions posted on inside of door on release mechanism.
-----	-----	13th South Salt Lake City	D&RGW yard track and UP main track.	Manual Interlocking. Normal position of signals and derails against D&RGW. Instructions for operation of derails on D&RGW are posted inside electric lock case.

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

Sub-div.	MP	Location	Tracks Governed	Remarks
-----	0.7	Sugar House Spur	D&RGW spur and UP main track.	D&RGW 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 UP track. After movement is completed and crossing completed, 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&RGW spur and UP spur track.	The gates will normally be lined AGAINST the U.P. and FOR D&RGW movement. Signal will show green FOR approaching movement and red AGAINST approaching movement. D&RGW crews may use crossing without stopping provided it is seen to be clear. UP crews will stop and line for their movement if no D&RGW 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 Gilluly — Roper

6-G. Two Main Tracks between **Gilluly** and **Springville**, signaled for movement with current of traffic only. When operating against the current of traffic within these limits, Non-ABS rules apply and passenger trains must not exceed a maximum speed of 59 MPH and freight trains 49 MPH.

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

Schedule and train order time for Eastward trains at **Springville** apply at "End of CTC" sign.

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

Operation at Bacchus Spur

6-H. 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 derailling 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 with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.

Other Signals

6-I. 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	6972 W	6419 E	6615 E	
6442 W	6998 W	6443 E	6971 E	
6520 W	7014 W	6521	6999 E	
6542 W	7042 W		7013 E	
6562 W			7041 E	
Home Signal MP 705.8				

PASSENGER TRAINS

7. Rear Trainman out of **Salt Lake City** will see that marker lens display red and yellow in accordance with D&RGW Operating Rules.

7-A. If passenger equipment has rear red and white lights, they will not be used. Trainmen will see that they are turned off before departing **Salt Lake City**.

MAXIMUM SPEEDS MPH

10. Zone and other prescribed speeds must not be exceeded.

10-A. Turnouts equipped with spring switches, see Time table Rule 13.

Trailing through Spring switches on straight track 30
 Other turnouts equipped with Spring switches 15
 In or out of other turn-outs 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 and X-Flat Cars in rip-rap service, loaded or empty 25
 Welded Rail Trains, under load 25
 Cars stenciled beet or tie service 40
 Spreaders and Flangers handled in train (not working) 35
 D&RGW 24000-25000, 46000-47000 series cars, loaded or empty 40
 Trains handling Minnequa ore 40
 Trains handling 20" or larger diameter pipe on Flat Cars or Bulkhead Flats 40
 Steam Derrick 028 must not be used on Ridgway Spur; when used on other branches speed must be restricted to 15 MPH over wooden trestles.

10-C. Location at stations on each Subdivision of car skids, derailing frogs and slewing cables for emergency use:

Subdivision	Station
5	Grand Junction
5	Cisco
5	Floy
5	Green River
5-6	Helper
6	Thistle
6	Provo
6	American Fork
6	Roper

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
 N. A. Brethouwer, GP .. Montrose
 Robert J. Bennett, GP .. Delta
 Woodrow E. Brown .. Hotchkiss
 GP
 E. Robert Orr, GP Fruita
 H. T. Barton, GP .. Green River
 James R. Alexander, GP .. Moab
 Paul R. Mayberry, Surg .. Moab
 Jay P. Munsey, GP Moab
 Alfred James, Surg. Dragerton
 J. E. Dorman, Ophthal. Price
 W. M. Gorishek, Surg. Price
 S. L. Oliveto, Dentist Price
 John K. Wright, Internal .. Price
 J. J. Dalpiaz, Dentist Helper
 A. R. Demman, GP Helper
 O. W. Phelps, GP Helper
 Orla W. Hardy, GP .. Clear Creek
 Harlow B. McQuarrie .. Ephraim
 Proctologist
 Halvard J. Davidson, GP .. Manti
 L. H. Stewart, GP Gunnison
 Rae E. Noyes, GP Salina
 H. Asa Dewey, GP Richfield
 W. R. Worley, Jr. Richfield
 Surg.
 R. H. Nightingale .. Springville
 Internist
 Clair W. Judd, GP Springville
 P. G. Hughes, GP .. Spanish Fork
 Milo C. Moody, GP .. Spanish Fork
 Thomas M. Hall, GP Payson
 J. N. Aaron, Dermo Provo
 DeCosta Clark, Dentist .. Provo
 M. D. Gardner, Internist .. Provo
 R. E. Jorgenson, Ophthal. Provo
 Richard A. Nimer Provo
 Internist
 V. J. Parker, Internist Provo
 M. C. Oaks, Ophthal. Provo
 H. David Rees, Surg. Provo
 C. M. Smith, Sr., GP Provo
 C. M. Smith, Jr. Provo
 Orthopedic Surg.
 Jesse J. Weight, GP Provo
 J. B. Westwood, GP Provo
 Boyd Larsen, GP Lehi
 J. T. Meyers, GP Lehi
 Val Sundwall, GP Murray
 Harold E. Young, GP Midvale
 N. R. Beck, Ortho. Salt Lake
 C. F. Behle, Ophthal. Salt Lake
 Harry Berman Salt Lake
 Ear, Nose, Throat
 R. P. Bigelow Salt Lake
 Internist
 Peter Chiodo, Dentist .. Salt Lake
 R. M. Crowder Salt Lake
 Radiologist
 I. Dean Day, Ob.-Gyn. Salt Lake

K. L. Dedekind Salt Lake
 Dentist
 Robert Despain Salt Lake
 Ophthal.
 Robert G. Evans Salt Lake
 Internist
 Robert T. Ferguson .. Salt Lake
 Ear, Nose, Throat
 H. E. Fisher, Jr. Salt Lake
 Urologist
 Dean W. Gray Salt Lake
 Ear, Nose, Throat
 George D. Gross Salt Lake
 Internist
 Whitney J. Gaight .. Salt Lake
 Ear, Nose, Throat
 Charles C. Hall Salt Lake
 Ortho.
 Don Handy, Dentist .. Salt Lake
 J. E. Hansen Salt Lake
 Ear, Nose, Throat
 W. M. Hebertson Salt Lake
 Neurologist
 P. M. Howard, Surg. Salt Lake
 Lewis Kirkman Salt Lake
 Derma.
 A. W. Middleton Salt Lake
 Urologist
 R. C. Mohr, Psych. Salt Lake
 E. B. Muir, Ophthal. Salt Lake
 A. Namba, Internist. Salt Lake
 Stanley Neff, GP Salt Lake
 E. D. Nusbaum Salt Lake
 Neurologist
 Charles M. Parrish Salt Lake
 Cardio-Thoracic
 C. B. Powell Salt Lake
 Neurosurgeon
 James H. Quinn Salt Lake
 Ophthal.
 Owen H. Reichman Salt Lake
 Neurologist
 C. W. Springer Salt Lake
 Dentist
 G. S. Tanner, Ophthal. Salt Lake
 Jack L. Tedrow Salt Lake
 Psychiatrist-Neurologist
 Robert G. Thompson .. Salt Lake
 Derma.
 Richard T. Van Orden .. Salt Lake
 Ear, Nose, Throat
 G. S. Diument, GP Bountiful
 Joseph Amano, GP Clearfield
 H. V. DeMars Ogden
 Ear, Nose, Throat
 Chelton S. Feeny Ogden
 Internist
 James A. McMurrin, Surg. Ogden
 Donald M. Moore Ogden
 Internist
 Dean W. Packard Ogden
 Urologist
 D. M. Peterson, Internist .. Ogden
 A. W. Petty, Dentist. Ogden
 R. W. Pugmire, Ophthal. Ogden

11-C. Assigned hospitals of the Hospital Association:

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

12. Location and maximum speeds thru crossovers on two main tracks:

MP	Points	Description	MPH
448.6	Trailing	Hand Throw	15
449.0	Facing	Hand Throw	15
626.0	Trailing	Hand Throw	15
626.6	Trailing	Hand Throw	15
627.0	Facing	Hand Throw	15
628.8	Trailing	Dual-Controlled	15
632.0	Trailing	Dual-Controlled	30
665.0	Facing	Hand Throw	15
666.1	Trailing	Hand Throw	15
671.6	Trailing	Hand Throw	15
675.9	Facing	Hand Throw	15
681.0	Trailing	Hand Throw	15
682.3	Trailing	Hand Throw	15
682.3	Facing	Hand Throw	15
688.6	Trailing	Hand Throw	15
695.7	Trailing	Hand Throw	15
698.5	Trailing	Dual-Controlled	30
698.6	Facing	Dual-Controlled	30
699.9	Trailing	Hand Throw	15
700.9	Facing	Hand Throw	15
707.1	Trailing	Dual-Controlled	30
735.9	Trailing	Dual-Controlled	30
740.8	Facing	Dual-Controlled	30

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	Grand 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
681.5	Thistle, west end siding	Westward Main Track	10
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 Junction.....	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. Switch off west end siding, Montrose, leading to stock-yards, must be normally lined and locked for the stock track, to provide derail protection.

16-C. Industry trackage at Seven-Mile on the Cane Creek Branch (Subdivision 5-B) is known as follows (from the main line):

Ore Track.....(Derail near switch)

Gas No. 1—6-car spot.....(Derail near switch)

Gas No. 2—4-car spot.....(Derail below lead switch;
normal line of switch for Gas No. 2)

Do not leave any cars between Main Line and Lead Switch on Gas Track Lead on curve and descending grade.

Gate at Gas Plant is secured by private lock and key is in the possession of attendant. Switching will not be performed at Pure Oil Gas loading facilities without attendant being present except in emergency.

16-D. When making pickup 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 pickup 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	D&RGW 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. Location where trains or locomotives must not clear the main track (see Operating Rule 563):

Location	Tracks
Kyune, westward track, MP639.2.....	Spur
Gilluly, eastward track, MP 660.8.....	Spur
Springville, westward track, MP 695.9.....	Spur
Springville, eastward track, MP 695.9.....	Spur
Provo, westward track, joint industry, MP 701.0.....	Spur
Provo, westward track, Utah wholesale, MP 701.3.....	Spur
Gatex, eastward track, MP 704.2.....	Spur
Scalley, eastward track, MP 704.7.....	Spur
Lehi, MP 716.9.....	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
Griffin wheel, MP 746.9.....	Spur

16-I. SD-7, SD-9, and SD-45 locomotives must not be operated on the following tracks:

Subdivision 6-B.....Spring Canyon Branch

Subdivision 6-E.....between Flora and Iron King
Spanish Fork SL&U trackage in Center and Main Streets,
including industries

Provo industries.....as designated by yard bulletin

Subdivision 6-J — Midvale slag pit, from Bingham Branch connection beyond a point 1000 feet east of connection switch

Murray.....Fireclay

Roper.....on Sugar House Spur

Salt Lake City.....as designated by yard bulletin

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

Subdivision	Location	Description
5-B	Seven Mile	Both Ends Siding
5-B	Emkay	East End Siding
6	Detour	West End Siding
6	Narrows	West 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	Aurora	East End Siding
6-D	Kema	West End Siding
6-D	Elsinore	West End Siding
6-D	Sevier	West End Siding
6-F	Burgin	West End Siding
6-J	MP 9 + 1053 ft. between Welby and Copperton	Main Track
16	Chipeta	West End Siding
16	Olathe	West End Siding
16	Roe	West End Siding
16	Montrose	Main Track
16-A	Saxton	West End Siding
16-A	Austin	West End Siding
16-A	Payne	West End Siding
16-A	Paonia	West End Siding
16-A	Somerset	Main Track

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 OUR&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:

SLUD Rule 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.

SLUD Rule 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 SLUD are as follows:

D&RGW passenger trains ----- Track No. 3
 UP interchange deliveries ----- Any Track
 other than No. 3, or as directed by Yardmaster
 Trains, yard engines, light engines and others using
 SLUD 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 SLUD track just east of
 1st South Street will be left lined for Fence track.

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

Limits	Roads Governed
Columbia Jct.	Carbon County Railway and D&RGW
Magna Yard	Kennecott Corp. and D&RGW
Clearfield Freeport Center	UP and D&RGW

18-D. Movements in the Ironton Industrial Park 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. Dual-controlled derail located opposite ABS 7072-F on Geneva Steel Plant Lead. 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 UP North Yard, and D&RGW Roper, will, unless otherwise provided, use the two running tracks extending from D&RGW main track, Sub-division 7, between 1st North Street and North Temple Street to 21st South Street, Roper.

Between crossover leading to WP 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.

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 WP Rule 547, reading:

WP Rule 547. 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 WP 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 UP train dispatcher. Switch crews Roper-Salt Lake Terminal will be governed by instructions posted in telephone booth and by the UP 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 UP Rules 267 and 528 reading:

UP Rule 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.

UP Rule 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 UP tracks, Salt Lake City, and U.S. Smelter tracks at Midvale, including D&RGW delivery and receiving tracks, will be under the jurisdiction of UP supervisors and will obey their instructions.

18-I. D&RGW crews will deliver all passenger equipment to the UP Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the UP on the leg of the wye, this equipment will be handled into their passenger depot.

To effect delivery and turning D&RGW 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 UP yardmaster at South yard, who will designate the track in the UP Depot on which the delivery is to be made.

18-J. D&RGW crews will be governed by the following UP Operating and Special Rules, in addition to D&RGW Rules of the Operating Department, while working in UP territory.

UP Rule 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.

UP Rule 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.

UP Bulletin No. A-9 of January 26, 1970, 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.

UP Rule 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&RGW switch engines, must stop to clear 5th North Street unless proceed signal is received from switch tender.

Unless otherwise directed, trains and engines, including D&RGW switch engines, moving to North Yard tracks from freight line must stop on straight track to clear 4th North Street crossover, unless proceed signal is received from 5th North switch tender.

UP Rule 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&RGW 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 AND HOLIDAYS
Grand Jct.	Continuous	Continuous	Continuous
Delta	8:00 AM- 5:00 PM	8:00 AM- 5:00 PM	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	8:00 AM- 5:00 PM	8:00 AM- 5:00 PM	Closed
Helper	Continuous	Continuous	Continuous
Provo	Continuous	Continuous	Continuous
Geneva	7:00 AM-11:59 PM	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
Ephraim	8:00 AM- 5:00 PM	Closed	Closed
Salina	8:00 AM- 5:00 PM	Closed	Closed
Sigurd	8:00 AM- 5:00 PM	Closed	Closed
Richfield	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
Magna	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).

ADDITIONS, REVISIONS AND/OR MODIFICATION OF RULES AND REGULATIONS of the OPERATING DEPARTMENT

3. Unless otherwise provided, watches of conductors, engineers, yardmasters and hostlers, must be compared with a standard clock before commencing each day's work.

82. Time-table schedules are in effect for 12 hours after their time at each station unless:

- (1) Fulfilled, or
- (2) Annulled by train order, or
- (3) Abolished by bulletin for the life of the time-table.

Regular trains more than 12 hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order or as provided by Rule 550.

83-B. Except in CTC territory, a train must not leave a register station until employe in charge of train has checked the register and filled out proper form, furnishing a copy to each engineman.

S-83-B. When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by Form T train order (Change in Clearance or Register Requirements), examples (5) or (6).

101A. During foggy and stormy weather, employes will be expected to exercise extraordinary precaution, especially approaching switches and where authority to proceed depends on signals.

104-H. Trains and locomotives are authorized to make trailing movements through semi-automatic (rubber) switches, without lining them for movement. Reverse movement must not be made unless entire car or locomotive has passed over the switch, or switch has been lined by hand to assure that switch has completed movement to proper position. During periods of accumulation of snow and ice, these switches must be properly lined by hand before being used in either direction.

FORM T
Train Order Check of Trains

- (1) At four naught one 401 PM (train).....
or all.....class trains have arrived or
departed (or passed).....

This form may be modified by adding:

"Except....."

Form T to be used to avoid stopping trains to check register at register stations or to give a check of overdue trains at outlying points. Trains receiving this order will register by Train Registering Ticket, at station named (if register station), and operator will record same in train register.

Change in Clearance or Register Requirements

- (1)will not (register) or (require a Clearance) at C.
(2)will not require a Clearance at C if train order signal indicates proceed.
(3)will register at C by register ticket.
(4) Extra 37 west register at C on Order No.....
(5) Extra 38 east may check register at C against Extra 37 west on Order No.....
(6) No. 2 may check register at C against Extra 37 west on Order No.....

Examples (1), (2) and (3) must be used when it is desired to modify register or clearance requirements.

When example (3) is used, a copy of the order must be addressed to the operator at the station specified.

Examples (4), (5) and (6) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Operating Rule S-83-B.

When example (4) is used, number and date of the order specified must be inserted in column of train register captioned "Signals."

281-B. Red over Flashing Yellow, Diverging Approach Medium—Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

570 (1). When a train or locomotive is stopped by a signal governing movement over a dual controlled switch, if no conflicting movement is evident, a member of the crew must

immediately communicate with the train dispatcher or operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to insure correct understanding.

(2) Train dispatcher or operator may authorize movement over dual controlled switches at restricted speed, if CTC machine indicates that the dual controlled switches are lined and locked for the route to be used. If CTC machine does not indicate that the dual controlled switches are lined and locked for the route to be used, the train dispatcher will instruct the crew member to operate the switches to be used by hand, and movement over switches must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever may be restored to "power" position and locked as soon as leading wheels of locomotive or car have moved onto the switch points. In all cases, before movement is made over switch-point, crew member must see switch is properly lined and must observe whether the switch points fit properly.

815. Employes are prohibited from having firearms or other weapons in their possession while on duty or on company property, except those employes authorized to do so in the performance of their duties or those given special permission by the proper authority.

1100. In radio conversation, the following terms will be used:

Term	Meaning
Over.....	End of transmission, over to you
Out.....	End of conversation
Roger.....	Your transmission received and understood

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

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7, 555-575 5781, 5784 F-9, 577 5782, 5783 GP-7, 5100-5113 GP-9, 5901-5954	GP-30, 3001-3028 GP-35, 3029-3050	GP-40 3051-3085	SD-45 5315-5340	Adj. Fac.
Grand Jct....	Mounds.....	2600	1600	1900	2050	3200	6
Potash.....	Brendel.....	2400	1450	1750	1900	2600	6
Brendel.....	Emkay.....	1900	1200	1400	1500	2100	5
Mounds.....	Helper.....	2700	1800	2000	2150	3400	6
Helper.....	Grand Jct....	2700	1800	2000	2150	3050	6
Mounds.....	Columbia Jct..	1700	1075	1250	1350	1850	3
Columbia Jct..	Sunnyside.....	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	2150	.....	.....
Subdiv. 16 Wye	East Yard....	6000	4000	4700	5000	7000	.....
Helper.....	Castle Gate...	1350	890	1050	1125	1520	.....
Castle Gate...	Kyuno.....	1150	725	800	900	1300	3
Kyuno.....	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	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
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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