

OREGON SHORT LINE RAILROAD COMPANY.

EMPLOYEES' TIME TABLE

No. 20.

TO TAKE EFFECT

Tuesday, April 1st, 1902,

12.05 A. M. "MOUNTAIN TIME."

W. H. BANCROFT,

Vice-Pres. and General Manager.

THIS TIME TABLE is for the use and guidance of Employees only, and is not intended for the information of the public, or as an advertisement of the time of any train. The Company reserves the right to vary from it at pleasure.

E. E. CALVIN,

General Superintendent,

SALT LAKE, UTAH.

Idaho Division.

E. C. MANSON,

Superintendent,

POCATELLO, IDAHO.

T. J. DUDDLESON,

Trainmaster, Pocatello, Idaho.

A. B. STEVENSON,

Chief Dispatcher, Pocatello, Idaho.

Montana Division.

G. H. OLMSTEAD,

Superintendent,

POCATELLO, IDAHO.

E. H. WILLIAMS,

Trainmaster, Pocatello, Idaho.

S. B. CASTLE,

Chief Dispatcher,

Pocatello, Idaho.

Utah Division.

J. H. YOUNG,

Superintendent,

SALT LAKE, UTAH.

E. N. BOTSFORD,

Chief Dispatcher,

Salt Lake, Utah.

Special Rules and Regulations.

No passengers will be carried on Freight Trains except persons in charge of Live Stock, employes with annual passes, or employes with trip passes so endorsed by person issuing them.

In approaching switches or passing through yards, Passenger Trains will reduce speed to 20 miles per hour, and Freight Trains and Light Engines will reduce speed to 15 miles per hour.

Trains must not exceed twelve miles per hour within the limits of Salt Lake City.

Where yard limit boards are established, trains may use main track between such limits without other protection against trains of same or inferior class. In stormy weather, as an additional precaution, train so using main track will send out flagman; but this will not relieve the coming train from responsibility.

Conductors and Engineers must read all train orders to their brakemen and firemen.

Referring to last clause of Rule 210 Enginemen must sign conductors copy of all train orders, as evidence of delivery of such orders.

Semaphore train order signals, as described on page 49, Book of Rules, will be used at main line telegraph offices, (except division terminals), between Granger and Huntington, and between Salt Lake and Silver Bow. On all other portions of the line the old style train order signals will be used.

LIST OF SURGEONS.

| SURGEON. | LOCATION. | DISTRICT. |
|----------------------------|---|--|
| Dr. S. H. Pinkerton..... | Chief Surgeon Salt Lake City.....Utah | All. |
| Dr. U. Worthington..... | Local Surgeon Salt Lake City....." | Salt Lake to Ogden, Juab and Terminus. |
| Dr. A. C. Behle..... | " Salt Lake City....." | Salt Lake to Ogden, Juab and Terminus. |
| Dr. J. C. Landenberger.... | Local Surgeon and Med. Examiner Salt Lake City....." | All. |
| Dr. G. B. Pfoutz..... | Oculist Salt Lake City....." | All. |
| Dr. R. S. Joyce..... | Local Surgeon Ogden....." | Salt Lake to McCammon. |
| Dr. J. D. Carnahan | Consulting Surgeon Ogden....." | Ogden. |
| Dr. A. W. Taylor..... | Local Surgeon Brigham....." | Ogden to Pocatello and Cache Valley Branch. |
| Dr. W. Y. Croxall..... | " Logan....." | Ogden to Pocatello and Cache Valley Branch. |
| Dr. A. G. Robertson..... | " Sandy.....Utah | Salt Lake to Provo. |
| Dr. R. E. Steele..... | " Lehi....." | Salt Lake to Provo and Tintic Branch. |
| Dr. Geo. E. Robinson..... | " Provo....." | Salt Lake to Nephi. |
| Dr. E. E. Wilcox..... | " Nephi....." | Provo to Frisco. |
| Dr. W. A. Wade..... | " Eureka....." | Lehi Junction to Eureka. |
| Dr. G. H. Mott..... | " Mammoth....." | Lehi Junction to Eureka. |
| Dr. D. A. Turner..... | " Milford....." | Calientes to Juab. |
| Dr. W. W. Cook..... | " Frisco....." | Frisco to Nephi. |
| Dr. O. B. Steeley..... | " Pocatello.....Idaho | Idaho and Montana Divisions. |
| Dr. W. A. Wright..... | Local Surgeon and Med. Examiner Pocatello....." | Idaho and Montana Divisions. |
| Dr. J. H. Young..... | Local Surgeon Cumberland.....Wyo. | Wyoming Western Branch. |
| Dr. E. F. Guyon..... | " Diamondville....." | Montpelier to Granger. |
| Dr. W. A. Hocker..... | " Kemmerer....." | Granger to Montpelier. |
| Dr. C. A. Hoover..... | " Montpelier.....Idaho | Granger to Pocatello. |
| Dr. D'Orr Poynter..... | " Montpelier....." | Granger to Pocatello. |
| Dr. Ellis Hackley..... | " Soda Springs....." | Pocatello to Montpelier. |
| Dr. W. H. Baugh..... | " Shoshone....." | Pocatello to Glenn's Ferry and Wood River Branch. |
| Dr. C. J. Baugh..... | " Glenn's Ferry....." | Shoshone to Mountain Home. |
| Dr. J. J. Hamilton..... | " Caldwell....." | Shoshone to Huntington, Wood River and Boise Branches. |
| Dr. I. R. Woodward..... | " Payette....." | Caldwell to Huntington. |
| Dr. B. W. Mather..... | " Mountain Home....." | Shoshone to Huntington, Wood River and Boise Branches. |
| Dr. W. F. Smith..... | " Mountain Home....." | Shoshone to Huntington, Wood River and Boise Branches. |
| Dr. J. H. Murray..... | " Nampa....." | Mountain Home to Huntington. |
| Dr. B. L. Steeves..... | " Weiser....." | Weiser to Mountain Home. |
| Dr. W. O. Spencer..... | " Huntington.....Ore. | Nampa to Huntington. |
| Dr. L. P. McCalla..... | " Boise.....Idaho | Boise Branch. |
| Dr. T. D. Farrer..... | " Hailey....." | Wood River Branch. |
| Dr. M. C. Myers..... | " Blackfoot....." | Pocatello to Idaho Falls and Salmon River Branch. |
| Dr. J. W. Gee..... | " Mackay....." | Salmon River Branch. |
| Dr. Franklin LaRue..... | " Idaho Falls....." | Pocatello to Lima and St. Anthony Branch. |
| Dr. G. E. Hyde..... | " Rexburg....." | St. Anthony Branch. |
| Dr. W. J. Middleton..... | " St. Anthony....." | St. Anthony Branch. |
| Dr. L. C. Ford..... | " Lima.....Mont. | Pocatello to Silver Bow. |
| Dr. M. A. Miller..... | " Dillon....." | Lima to Butte. |
| Dr. H. H. Townsend..... | " Melrose....." | Lima to Butte. |
| Dr. M. G. MacNevin..... | " Butte....." | Lima to Butte. |

At or near dividing line of districts, or in cases of emergency, Local Surgeons may be summoned from either direction.

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS.

Number of tons of cars and lading, in addition to engine tank, which the different classes of locomotives will haul, from and to the stations shown, under usual conditions.

| FROM | TO | CLASSES OF ENGINES. | | | | | | | | | | | |
|---------------------|---------------------|---------------------|-------------------|-------|-------|-------------------|-------|-------|-------|-------|-------|------------|-------|
| | | 200 | 300 400 500 | 523 | 524 | 602 650 670 | 618 | 720 | 750 | 770 | 800 | 800 950 | 1000 |
| GRANGER..... | KEMMERER..... | 600 | 925 | ..... | ..... | 1000 | 1100 | 1200 | 1300 | 1400 | 1425 | 1435 | 1500 |
| KEMMERER..... | FOSSIL..... | 300 | 525 | ..... | ..... | 700 | 800 | 920 | 955 | 975 | 1000 | 1035 | 1100 |
| FOSSIL..... | MONTPELIER..... | 1200 | 1500 | ..... | ..... | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| MONTPELIER..... | FOSSIL..... | 375 | 610 | ..... | ..... | 780 | 880 | 950 | 1000 | 1050 | 1080 | 1115 | 1180 |
| FOSSIL..... | KEMMERER..... | 200 | 325 | ..... | ..... | 440 | 540 | 625 | 675 | 725 | 745 | 780 | 845 |
| KEMMERER..... | GRANGER..... | 1000 | 1500 | ..... | ..... | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 | 1600 |
| MONTPELIER..... | POCATELLO..... | 1200 | 1575 | ..... | ..... | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 | 2000 |
| POCATELLO..... | MONTPELIER..... | 375 | 600 | ..... | ..... | 645 | 745 | 865 | 900 | 980 | 1000 | 1015 | 1080 |
| POCATELLO..... | GLENN'S FERRY..... | 480 | 805 | ..... | ..... | 965 | 1125 | 1300 | 1335 | ..... | 1435 | 1450 | ..... |
| GLENN'S FERRY..... | TICESKA..... | 225 | 385 | ..... | ..... | 440 | 550 | 665 | 700 | ..... | 800 | 815 | ..... |
| TICESKA..... | POCATELLO..... | 450 | 770 | ..... | ..... | 880 | 990 | 1105 | 1140 | ..... | 1240 | 1255 | ..... |
| GLENN'S FERRY..... | REVERSE..... | 200 | 350 | ..... | ..... | 400 | 500 | 615 | 650 | ..... | 750 | ..... | ..... |
| REVERSE..... | NAMPA..... | 550 | 875 | ..... | ..... | 980 | 1080 | 1195 | 1230 | ..... | 1330 | ..... | ..... |
| NAMPA..... | HUNTINGTON..... | 1050 | 1400 | ..... | ..... | 1600 | 1700 | 1815 | 1850 | ..... | 1950 | ..... | ..... |
| HUNTINGTON..... | NAMPA..... | 1000 | 1175 | ..... | ..... | 1400 | 1500 | 1615 | 1650 | ..... | 1750 | ..... | ..... |
| NAMPA..... | GLENN'S FERRY..... | 352 | 603 | ..... | ..... | 775 | 875 | 990 | 1025 | ..... | 1125 | ..... | ..... |
| POCATELLO..... | DUBOIS..... | 493 | 893 | ..... | ..... | 968 | 1043 | 1325 | 1350 | ..... | 1450 | 1628 | 1628 |
| DUBOIS..... | MONIDA..... | 149 | 234 | ..... | ..... | 309 | 366 | 438 | 450 | ..... | 512 | 538 | 545 |
| MONIDA..... | LIMA..... | 1000 | 1400 | ..... | ..... | 1600 | 1600 | 1600 | 1600 | ..... | 1600 | 1628 | 1628 |
| LIMA..... | HUMPHREY..... | 298 | 508 | ..... | ..... | 583 | 700 | 775 | 800 | ..... | 875 | 936 | 980 |
| HUMPHREY..... | POCATELLO..... | 1000 | 1400 | ..... | ..... | 1600 | 1600 | 1600 | 1600 | ..... | 1600 | 1600 | 1600 |
| LIMA..... | DILLON..... | 1000 | 1400 | ..... | ..... | 1628 | 1628 | 1628 | ..... | ..... | 1628 | 1628 | 1628 |
| DILLON..... | SILVER BOW..... | 269 | 406 | ..... | ..... | 510 | 610 | 718 | ..... | ..... | 910 | 1000 | 1080 |
| SILVER BOW..... | BUTTE..... | 328 | 525 | ..... | ..... | 625 | 675 | 725 | ..... | ..... | 910 | 1020 | 1080 |
| BUTTE..... | SILVER BOW..... | 1000 | 1400 | ..... | ..... | 1600 | 1600 | 1600 | 1600 | ..... | 1600 | 1600 | 1600 |
| SILVER BOW..... | DILLON..... | 154 | 208 | ..... | ..... | 256 | 310 | 390 | ..... | ..... | 465 | 525 | 620 |
| DILLON..... | LIMA..... | 337 | 438 | ..... | ..... | 560 | 685 | 810 | ..... | ..... | 885 | 1100 | 1240 |
| OGDEN..... | POCATELLO..... | 425 | 750 | 800 | 850 | 950 | 1050 | ..... | ..... | ..... | ..... | ..... | ..... |
| POCATELLO..... | McCAMMON..... | 375 | 700 | 750 | 800 | 900 | 1000 | ..... | ..... | ..... | ..... | ..... | ..... |
| McCAMMON..... | CACHE JUNCTION..... | 425 | 750 | 800 | 850 | 950 | 1050 | ..... | ..... | ..... | ..... | ..... | ..... |
| CACHE JUNCTION..... | OGDEN..... | 550 | 875 | 925 | 975 | 1075 | 1175 | ..... | ..... | ..... | ..... | ..... | ..... |
| OGDEN..... | SALT LAKE..... | 375 | 700 | 750 | 800 | 900 | 1000 | ..... | ..... | ..... | ..... | ..... | ..... |
| SALT LAKE..... | OGDEN..... | 375 | 700 | 750 | 800 | 900 | 1000 | ..... | ..... | ..... | ..... | ..... | ..... |
| SALT LAKE..... | JUAB..... | 300 | 410 | 450 | ..... | ..... | 750 | ..... | ..... | ..... | ..... | ..... | ..... |
| JUAB..... | SALT LAKE..... | 370 | 485 | 525 | ..... | ..... | 825 | ..... | ..... | ..... | ..... | ..... | ..... |
| LEHI JUNCTION..... | RUSH VALLEY..... | 280 | 390 | 425 | ..... | ..... | 725 | ..... | ..... | ..... | ..... | ..... | ..... |
| RUSH VALLEY..... | IRONTON..... | 200 | 300 | 335 | ..... | ..... | 600 | ..... | ..... | ..... | ..... | ..... | ..... |
| IRONTON..... | SHARP..... | 200 | 300 | 335 | ..... | ..... | 600 | ..... | ..... | ..... | ..... | ..... | ..... |
| SHARP..... | LEHI JUNCTION..... | 340 | 450 | 520 | ..... | ..... | 820 | ..... | ..... | ..... | ..... | ..... | ..... |
| JUAB..... | MILFORD..... | 300 | 420 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| MILFORD..... | FRISCO..... | 100 | 220 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| FRISCO..... | JUAB..... | 300 | 420 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| MILFORD..... | MODENA..... | 500 | 650 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| MODENA..... | MILFORD..... | 500 | 650 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| MODENA..... | CALIENTES..... | ..... | 350 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| CALIENTES..... | MODENA..... | ..... | 300 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Idaho Division--FIRST DISTRICT--Granger and Montpelier.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations. | WESTWARD | | | | | | Distances from Granger | Time Table No. 20. | | Distances from Huntington | EASTWARD | | | |
|--|---------------|-------------------------------|------------------|---------------|--------------|-----------------------------|------------------------|--------------------|----------------|---------------------------|--------------|--|--|--|
| | Second Class | | First Class | | STATIONS | | | First Class | | | Second Class | | | |
| | 23 | 21 | 5 | 1 | 2 | 6 | | 22 | 24 | | | | | |
| | Local Freight | Montana & Oregon Time Freight | Mail and Express | Fast Mail | Fast Mail | Mail and Express | | Time Freight | Local Freight | | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| 12,641 | CYTWR | 8.00AM | 4.00AM | 12.50AM | 10.10AM | DN.....GRANGER.....Gn | 641.3 | 6.35PM | 1.00PM | 7.30AM | 6.00PM | | | |
| 8,010 | | 8.33 | 4.33 | f 1.03 | 10.24 |MOXA..... | 533.2 | 6.20 | f 12.43 | 6.57 | 5.27 | | | |
| 3,822 | W | 9.09 | 5.05 | f 1.18 | 10.38 |NUTRIA..... | 525.9 | 6.06 | f 12.22 | 6.21 | 4.57 | | | |
| 5,037 | | 9.50 | 5.45 | s 1.34 | 10.54 | DN.....OPAL.....Na | 516.8 | s 5.49 | s 12.01PM | 5.45 | 4.21 | | | |
| 2,012 | W | 10.30 | 6.30 | f 1.50 | 11.10 |WATERFALL..... | 507.7 | 5.33 | f 11.42AM | 4.48 | 3.45 | | | |
| 6,779 | | | | | |QUARRY SPUR..... | 505.4 | | | | | | | |
| 1,294 | | | | | |MINE NO. 2..... | 504.7 | | | | | | | |
| 14,502 | | 10.55 | 6.55 | s 2.00 | 11.20 | DN.....DIAMONDVILLE.....Da | 502.8 | s 5.25 | s 11.30 | 4.25 | 3.25 | | | |
| 33,267 | RWTC | 11.00 11.45 | 7.00 | s 2.05 | 11.25 | DN.....KEMMERER.....Z | 501.6 | s 5.20 | s 11.25 | 4.15 | 3.15 | | | |
| 3,565 | | 11.55AM | 7.25 | f 2.10 | 11.30 | D.....MOYER JUNCTION.....My | 498.9 | 5.15 | f 11.15 | 4.05 | 2.45 | | | |
| 13,896 | WY | 12.30PM | 8.00 | s 2.25 | 11.50AM | DN.....FOSSIL.....F1 | 491.0 | s 4.55 | s 10.40 | 3.15 | 2.00 | | | |
| 5,847 | W | 1.15 | 8.30 | f 2.36 | 12.01PM |NUGGET..... | 485.2 | 4.42 | f 10.15 | 2.36 | 1.15 | | | |
| 3,721 | | 1.57 | 8.57 | f 2.50 | 12.11 | DN.....SAGE.....Su | 478.2 | 4.30 | f 9.57 | 1.39 | 12.11PM | | | |
| 3,610 | | 2.45 | 9.30 | f 3.05 | 12.24 |BECKWITH..... | 470.0 | 4.18 | f 9.30 | 12.30AM | 11.15AM | | | |
| 5,552 | W | 3.57 | 10.08 | s 3.27 | 12.40 | DN.....COKEVILLE.....Kv | 457.9 | s 3.57 | s 9.00 | 11.45PM | 10.08 | | | |
| 3,635 | | 4.42 | 10.33 | f 3.42 | 12.52 |BORDER..... | 449.1 | 3.42 | f 8.33 | 11.10 | 9.27 | | | |
| 3,627 | W | 5.12 | 10.50 | f 3.52 | 1.00 | D.....PEGRAM.....P | 443.6 | 3.33 | f 8.18 | 10.45 | 9.00 | | | |
| 3,973 | | 6.05 | 11.22 | f 4.10 | 1.14 |DINGLE..... | 433.1 | 3.17 | f 7.48 | 10.00 | 8.12 | | | |
| 25,390 | ROYCW | 6.45PM | 11.45AM | 4.25AM | 1.25PM | DN.....MONTPELIER.....M | 426.2 | 3.05PM | 7.25AM | 9.30PM | 7.40AM | | | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | (10.45) | (7.45) | (3.25) | (3.15) | | (115.1) | (8.30) | (5.35) | (10.00) | (10.20) | | | |

West-Bound Trains will have Absolute Right to the track over East-Bound trains of the same or inferior class.—See Rule 81.

Diamondville cannot be used to meet trains.

Trains must not exceed schedule time between Kemmerer and Fossil. No Train or Engine will exceed ten (10) miles per hour passing through Ham's Fork Tunnel.

Switch engines at Kemmerer and Diamondville will use main track between east yard limit board Diamondville and west yard limit board Kemmerer without orders, against all except first-class trains; second-class trains will be governed accordingly.

No train or engine will leave Kemmerer without special order or clearance card, as per rule 83-a.

Idaho Division—NORTH KEMMERER BRANCH.

| Length of Sidings in feet, and Location of Scales, Water, Coal and Turning Stations. | WESTWARD | | | Distance from No. Kemmerer Jet. | Time Table No. 20. April 1, 1902. | Distance from No. Kemmerer. | EASTWARD | | |
|--|----------|--|--|---------------------------------|---|-----------------------------|----------|--|--|
| | | | | | | | | | |
| 82,267 RWTC | | | | 0.7 | DN..... KEMMERER.....Z | 2.2 | | | |
| | | | | 0 | 0.7 ...NO. KEMMERER JUNCT... | 1.5 | | | |
| 8,141 | | | | 0.5 | 0.5 ...MINE NO. 3..... | 1.0 | | | |
| 17,408 | | | | 1.5 | 1.0 D..... NO. KEMMERER ...Mr | 0 | | | |
| | | | | | 2.2 | | | | |

Idaho Division—WYOMING WESTERN R. R.

| Length of Sidings in feet, and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | Distance from Cumberland. | Time Table No. 20. April 1, 1902. | Distance from Moyer Junction. | SOUTHWARD | | |
|--|-----------|---------------|--------|---------------------------|---|-------------------------------|---------------|--|--|
| | | Second Class. | | | | | Second Class. | | |
| 11,642 | | 41 | | 0 | D..... CUMBERLAND.....Cu | 16.1 | 8.45AM | | |
| 525 | | Mixed. | | 2.1 | 2.1 .. U. P. MINE NO. 2, SOUTH .. | 14.0 | | | |
| 807 | | Leave Daily. | | 2.6 | 0.5 ... U. P. MINE NO. 2 | 18.5 | | | |
| 2,946 RW | | | 3.00 | 11.1 | 8.5 ... GLENCOE JUNCTION | 5.0 | 8.00 | | |
| 8,972 Y | | | 3.30PM | 16.1 | 5.0 D.....MOYER JUNCT.....My | 0 | 7.30AM | | |
| | | Arrive Daily. | | | 16.1 | | Leave Daily. | | |
| | | | | 1.30 | | | 1.15 | | |

Idaho Division—WYOMING WESTERN R. R.—GLENCOE BRANCH.

| Length of Sidings in feet, and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | Distance from Glencoe. | Time Table No. 20. April 1, 1902. | Distance from Glencoe Junction. | SOUTHWARD | | |
|--|-----------|--|--|------------------------|---|---------------------------------|-----------|--|--|
| | | | | | | | | | |
| 6,728 | | | | 0 | D... .. GLENCOE.....Go | 1.8 | | | |
| 2,946 RW | | | | 1.8 | 1.8 ... GLENCOE JUNCTION | 0 | | | |
| | | | | | 1.8 | | | | |

North and West-Bound Trains will have Absolute Right to the track over South and East-Bound Trains of the same or inferior class.—See Rule 81.

Idaho Division—SECOND DISTRICT—Montpelier to Pocatello.

| Length of Sidings in feet, and Location of Scales, Water, Fuel and Turning Stations. | | WESTWARD | | | | | | | | Distances from Granger | Time Table No. 20. | | |
|--|-------------|--------------|-------------|----------------|---------------------------------|---------------|------------------|------------------|---------------|------------------------|-------------------------------------|-------|---------------------------------------|
| | | Second Class | | | | First Class | | | | | April 1, 1902. | | |
| | | 27 | 19 | 23 | 21 | 9 | 7 | 5 | 1 | | STATIONS | | |
| | | Freight | Freight | Local Freight | Montana and Oregon Time Freight | Butte Express | Mail and Express | Mail and Express | Fast Mail | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| 25,390 | RTYCW | | | 8.30AM | 12.45PM | | | 4.30AM | 1.30PM | 115.1 | DN..... MONTPELIER M 6.1 | | |
| 3,122 | | | | 8.55 | 1.10 | | | 4.40 | 1.41 | 121.2 | PESCADERO 4.1 | | |
| 648 | | | | | | | | f..... | | 125.3 | WOOLEY'S SPUR..... 3.7 | | |
| 3,022 | W | | | 9.25 | 1.35 | | | f 4.52 | 1.52 | 129.0 | D..... NOVENE Ne 7.1 | | |
| 3,642 | | | | 9.54 | 2.03 2.15 | | | f 5.03 | 2.03 | 136.1 | MANSON 3.9 | | |
| 57,59 | Y | | | 10.09 | 2.30 | | | f 5.09 | 2.09 | 140.0 | GRACE..... 4.6 | | |
| 1,906 | W | | | 10.27 | 2.48 | | | f 5.15 | 2.16 | 144.6 | STOCK YARDS 1.4 | | |
| 5,325 | | | | | 10.33 | 2.51 | | s 5.18 | s 2.18 | 146.0 | DN..... SODA SPRINGS..... Sd 5.7 | | |
| 3,066 | | | | | 10.57 | 3.12 | | f 5.27 | 2.27 | 151.7 | CRATER..... 4.5 | | |
| 3,000 | | | | | 11.15 | 3.28 | | f 5.33 | 2.34 | 156.2 | WAY..... 5.6 | | |
| 9,776 | CWY | | | | 11.36AM | 3.48 | | s 5.42 | s 2.42 | 161.8 | DN..... BANCROFT..... Bn 8.6 | | |
| 3,114 | | | | | 12.24PM | 4.15 | | f 5.54 | 2.57 | 170.4 | PEBBLE..... 7.0 | | |
| 3,000 | W | | | | 1.02 | 4.42 | | f 6.05 | 3.07 | 177.4 | D..... LAVA..... Ks 6.9 | | |
| 3,805 | | | | | 1.28 | 5.06 | | f 6.13 | 3.18 | 184.3 | TOPAZ..... 6.9 | | |
| 13,300 | RYW | | | 10.55AM | 6.30PM | 1.55 | 5.30 | 4.15AM | 3.10PM | s 6.22 | s 3.30 | 191.2 | DN..... McCAMMON..... Mc 4.4 |
| 2,988 | | | | 11.06 | 6.45 | 2.10 | 5.45 | f 4.24 | f 3.17 | f 6.28 | 3.38 | 195.6 | ONYX..... 6.5 |
| 3,008 | W | | | 11.21 | 7.05 | 2.33 | 6.05 | f 4.36 | f 3.30 | f 6.38 | 3.50 | 202.1 | D..... INKOM..... In 6.0 |
| 3,991 | | | | 11.37 | 7.25 | 2.55 | 6.25 | f 4.46 | f 3.38 | f 6.48 | 3.59 | 208.1 | PORTNEUF..... 6.3 |
| 90,163 | ROTYCW | | | 11.55AM | 7.45PM | 3.30PM | 6.45PM | 5.00AM | 3.50PM | 7.00AM | 4.10PM | 214.4 | DN..... POCATELLO Ca Dispr H |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | | | | (1.00) | (1.15) | (7.00) | (6.00) | (0.45) | (0.40) | (2.30) | (2.40) | | (99.3) |

West-Bound Trains will have Absolute right to the track over East-Bound Trains of the same or inferior class.—See Rule 81.

Idaho Division Dispatcher at Pocatello will give all orders concerning movement of trains between McCammon and Pocatello.
No train or engine will leave McCammon without special orders or clearance card as per Rule 83-a.

Idaho Division—SECOND DISTRICT—Pocatello to Montpelier.

| Time Table No. 20. April 1, 1902. | EASTWARD | | | | | | | | |
|---|------------------------------|------------------------------|---|------------------------------|---|------------------------------------|-------------------------------------|----------------------------|----------------------------|
| | Distances From Huntington | First Class | | | | Second Class | | | |
| | | 2 | 6 | 8 | 10 | 22 | 24 | 20 | 28 |
| | | Fast Mail Arrive Daily | Mail and Express Arrive Daily | Fast Mail Arrive Daily | Salt Lake Express Arrive Daily | Time Freight Arrive Daily | Local Freight Arrive Daily | Freight Arrive Daily | Freight Arrive Daily |
| DN..... MONTPELIER.....M 6.1 | 426.2 | 3.00PM | 7.15AM | | | 8.00PM | 4.00PM | | |
|PESCADERO..... 4.1 | 420.1 | 2.45 | 7.00 | | 7.33 | 3.27 | | | |
|WOOLEY'S SPUR..... 3.7 | 416.0 | | | | | | | | |
| D.....NOVENE.....Ne 7.1 | 412.8 | 2.30 | f 6.42 | | 7.03 | 2.51 | | | |
|MANSON..... 3.9 | 405.2 | 2.15 | f 6.24 | | 6.36 | 2.15 2.03 | | | |
|GRACE..... 4.6 | 401.3 | 2.09 | f 6.15 | | 6.18 | 1.35 | | | |
|STOCK YARDS..... 1.4 | 396.7 | 2.00 | f 6.05 | | 6.00 | 1.15 | | | |
| DN.....SODA SPRINGS.....Sd 5.7 | 395.3 | s 1.57 | s 6.02 | | 5.55 | 1.06 | | | |
|CRATER..... 4.5 | 389.6 | 1.48 | f 5.48 | | 5.30 | 12.33 | | | |
|WAY..... 5.6 | 385.1 | 1.40 | f 5.33 | | 5.15 | 12.06PM | | | |
| DN.....BANCROFT.....Bn 8.6 | 379.5 | s 1.30 | s 5.18 | | 4.51 | 11.36AM | | | |
|PEBBLE..... 7.0 | 370.9 | 1.15 | f 5.00 | | 4.15 | 10.48 | | | |
| D.....LAVA.....Ks 6.9 | 368.9 | 1.02 | f 4.45 | | 3.45 | 10.00 | | | |
|TOPAZ..... 6.9 | 357.0 | 12.48 | f 4.31 | | 3.18 | 9.30 | | | |
| DN..... McCAMMON.....Mc 4.4 | 350.1 | s 12.35 | s 4.15 | 3.15AM | 3.30PM | 2.30 | 8.30 | 7.30AM | 8.15PM |
|ONYX..... 6.5 | 345.7 | 12.27 | f 4.05 | f 3.07 | f 3.17 | 2.10 | 8.05 | 7.09 | 8.02 |
| D.....INKOM.....In 6.0 | 339.2 | 12.16 | f 3.54 | f 2.53 | f 3.05 | 1.45 | 7.45 | 6.38 | 7.43 |
|PORTNEUF..... 6.3 | 333.2 | 12.06 | f 3.42 | f 2.42 | f 2.55 | 1.25 | 7.20 | 6.12 | 7.25 |
| DN..... POCATELLO.....Ca Dispr H | 328.9 | 11.55AM | 3.30AM | 2.30AM | 2.45PM | 1.00PM | 7.00AM | 5.45AM | 7.00PM |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |

(99.3) (8.05) (3.45) (0.45) (0.45) (7.00) (9.00) (1.45) (1.15)

West-Bound Trains will have Absolute right to the track over East-Bound Trains of the same or inferior class.—See Rule 81.

Idaho Division Dispatcher at Pocatello will give all orders concerning movement of trains between McCammon and Pocatello.

No train or engine will leave McCammon without special orders or clearance card as per Rule 83-a.

Idaho Division—THIRD DISTRICT—Pocatello and Glenn's Ferry.

| Length of Sidings in feet, and Location of Scales, Water, Fuel and Turning Stations | WESTWARD | | | | | | | Distances From Granger | Time Table No. 20. | | | | | EASTWARD | | | | | |
|---|----------|--|--|--------------|---------------|---------------------|------------------|------------------------|--------------------|------------------|----------------|----|--------------|--------------|--------------|------------------|--------------|---------------|--|
| | | | | | Second Class | | | | First Class | | April 1, 1902. | | | | | First Class | | Second Class | |
| | | | | | 23 | 21 | 5 | | 1 | STATIONS. | | | | | 2 | 6 | 22 | 24 | |
| | | | | | Local Freight | Oregon Time Freight | Mail and Express | | Fast Mail | | | | | | Fast Mail | Mail and Express | Time Freight | Local Freight | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| 90,163 | RYOTCW | | | 5.00AM | 8.30PM | 7.30AM | 4.50PM | 214.4 | Dn..... | POCATELLO | Diapr H 8.3 | Ca | 326.9 | 11.35AM | 2.00AM | 11.35AM | 7.00AM | | |
| 8,024 | | | | 5.24 | 9.00 | 7.45 | 5.03 | 222.7 | | MICHAUD | 8.0 | | 318.6 | 11.21 | 1.43 | 11.00 | 6.24 | | |
| 8,003 | | | | 5.50 | 9.30 | 7.58 | 5.15 | 230.7 | | BANNOCK | 9.0 | | 310.6 | 11.09 | 1.29 | 10.25 | 5.50 | | |
| 4,571 | W | | | 6.20 | 10.00 | 8.12 | 5.30 | 239.7 | Dn... | AMERICAN FALLS | 8.9 | Af | 301.6 | 10.54 | 1.12 | 9.50 | 5.09 | | |
| 3,814 | | | | 6.50 | 10.33 | 8.27 | 5.45 | 248.6 | | NAPATI | 7.9 | | 298.7 | 10.39 | 12.57 | 9.12 | 4.30 | | |
| 3,398 | W | | | 7.15 | 11.00 | 8.40 | 5.57 | 256.5 | | WAPI | 8.1 | | 284.8 | 10.27 | 12.42 | 8.40 | 3.54 | | |
| 3,006 | | | | 7.42 | 11.30PM | 8.53 | 6.09 | 264.6 | | YALE | 8.3 | | 276.7 | 10.15 | 12.27 | 7.42 | 3.16 | | |
| 3,645 | CW | | | 8.09 | 12.10AM | 9.07 | 6.23 | 272.9 | Dn..... | MINIDOKA | 7.7 | Rt | 268.4 | 10.00 | 12.10AM | 7.05 | 2.36 | | |
| 3,028 | | | | 8.33 | 12.42 | 9.19 | 6.36 | 280.6 | | COLBURNE | 8.9 | | 260.7 | 9.48 | 11.57PM | 6.39 | 2.00 | | |
| 3,888 | W | | | 9.34 | 1.18 | 9.34 | 6.50 | 289.5 | D..... | KIMAMA | 6.8 | Km | 251.8 | 9.34 | 11.39 | 6.05 | 1.18 | | |
| 3,000 | | | | 9.58 | 1.40 | 9.45 | 6.59 | 296.3 | | SENER | 7.7 | | 245.0 | 9.18 | 11.25 | 5.45 | 12.45 | | |
| 3,612 | W | | | 10.27 | 2.03 | 9.57 | 7.09 | 304.0 | | OWINZA | 10.3 | | 237.3 | 9.06 | 11.09 | 5.12 | 12.15AM | | |
| 2,988 | | | | 11.03 | 2.34 | 10.13 | 7.21 | 314.3 | | WAUCANZA | 7.8 | | 227.0 | 8.46 | 10.50 | 4.33 | 11.40PM | | |
| 24,212 | ROTYCW | | | 11.33AM | 3.00 | 10.25 | 7.36 | 322.1 | Dn..... | SHOSHONE | 9.3 | S | 219.2 | 8.30 | 10.35 | 4.05 | 11.00 | | |
| 2,019 | | | | 12.06PM | 3.30 | 10.40 | 7.57 | 331.4 | | TUNUPA | 6.6 | | 209.9 | 8.12 | 10.10 | 3.30 | 10.10 | | |
| 3,835 | W | | | 12.32 | 3.50 | 10.51 | 8.07 | 338.0 | | GOODING | 4.9 | | 203.3 | 7.58 | 9.57 | 3.00 | 9.33 | | |
| 1,981 | | | | 12.50 | 4.05 | 10.57 | 8.15 | 342.9 | | MALAD BRIDGE | 8.1 | | 198.4 | 7.49 | 9.45 | 2.45 | 9.09 | | |
| 3,638 | W | | | 1.18 | 4.30 | 11.12 | 8.27 | 351.0 | Dn..... | BLISS | 6.9 | Is | 190.3 | 7.33 | 9.25 | 2.15 | 8.27 | | |
| 1,953 | Y | | | 1.42 | 4.52 | 11.24 | 8.39 | 357.9 | | TICESKA | 8.0 | | 183.4 | 7.18 | 9.09 | 1.48 | 7.50 | | |
| 2,152 | W | | | 2.10 | 5.18 | 11.36 | 8.51 | 365.9 | | KING HILL | 5.4 | | 175.4 | 7.03 | 8.51 | 1.18 | 7.10 | | |
| 804 | | | | | | | | 371.3 | | SAND SPUR | 3.1 | | 170.0 | | | | | | |
| 16,049 | RTCW | | | 2.45PM | 5.45AM | 11.50AM | 9.05PM | 374.4 | Dn... | GLENN'S FERRY | | Gf | 166.9 | 6.45AM | 8.35PM | 12.45AM | 6.30PM | | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | | | | (9.45) | (9.15) | (4.20) | (4.15) | | | | | | | (4.50) | (5.25) | (10.10) | (12.30) | | |

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 81.

Trains must not exceed a speed of twelve (12) miles per hour crossing Snake River bridge at American Falls.

Idaho Division—FOURTH DISTRICT—Glenn's Ferry and Huntington.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations. | WESTWARD | | | | | | | Distances from Granger | Time Table No. 20. April 1, 1902. | STATIONS | Distances from Huntington | EASTWARD | | | |
|--|--------------|---------------------|-------------------|------------------|--------------|----------------------------|--------------|------------------------|--------------------------------------|----------|---------------------------|--------------|--|--|--|
| | Second Class | | | | First Class | | First Class | | | | | Second Class | | | |
| | 25 | 21 | 5 | 1 | 2 | 6 | 22 | | | | | 26 | | | |
| | Mixed | Oregon Time Freight | Mail and Express. | Fast Mail | Fast Mail | Mail and Express. | Time Freight | | | | | Mixed | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | |
| 16,049 RCTW | | 6.45 AM | 11.55 AM | 9.10 PM | 374.4 | DN.. GLENN'S FERRY.....Gf | 166.9 | 6.40 AM | 8.30 PM | 11.45 PM | | | | | |
| 2,918 | | 7.27 | 12.15 PM | 9.32 | 385.5 | MEDBURY..... | 155.8 | 6.21 | 8.08 | 11.10 | | | | | |
| 600 | | | | | 391.0 | CHALK SPUR..... | 150.3 | | | | | | | | |
| 3,670 Y | | 7.58 | 12.30 | 9.50 | 394.0 | REVERSE..... | 147.3 | 6.06 | 7.52 | 10.42 | | | | | |
| 5,752 W | | 8.35 | 12.47 | 10.10 | 403.9 | DN.. MOUNTAIN HOME.. Mz | 137.4 | 5.50 | 7.33 | 10.10 | | | | | |
| 3,001 W | | 9.15 | 1.05 | 10.28 | 415.1 | CLEFT..... | 126.2 | 5.32 | 7.12 | 9.30 | | | | | |
| 4,449 Y | | 9.54 | 1.21 | 10.42 | 425.4 | DN..... ORCHARD..... Od | 115.9 | 5.15 | 6.54 | 8.51 | | | | | |
| 3,215 W | | 10.40 | 1.40 | 10.57 | 437.0 | OWYHEE..... | 104.3 | 4.57 | 6.32 | 8.09 | | | | | |
| 3,672 | | 11.09 | 1.52 | 11.08 | 445.0 | MORA..... | 96.3 | 4.43 | 6.17 | 7.39 | | | | | |
| 1,992 | | 11.25 AM | 1.57 | 11.13 | 449.2 | KUNA..... | 92.1 | 4.36 | 6.09 | 7.25 | | | | | |
| 13,388 ROYWC | | 9.45 AM | 12.05 PM | 2.15 } 2.20 } | 459.0 | DN..... NAMPA..... Az | 82.3 | 4.20 | 5.50 } 5.45 } | 6.50 | 1.45 PM | | | | |
| 6,994 W | | 10.27 | 12.48 | 2.39 | 468.0 | D..... CALDWELL..... Cw | 73.3 | 4.04 | 5.27 | 6.15 | 12.48 | | | | |
| 3,018 | | 11.00 | 1.12 | 2.52 | 474.8 | NOTUS..... | 66.5 | 3.52 | 5.14 | 5.51 | 12.15 PM | | | | |
| 2,681 | | 11.39 AM | 1.40 | 3.08 | 482.2 | D..... PARMA..... Ma | 58.1 | 3.39 | 4.58 | 5.21 | 11.39 AM | | | | |
| 415 | | | | | 488.2 | LANNAN'S SPUR..... | 53.1 | | | | | | | | |
| 3,834 W | | 12.05 PM | 2.07 | 3.24 | 490.9 | NYSSA..... | 50.4 | 3.27 | 4.44 | 4.55 | 11.09 | | | | |
| 2,680 | | 12.15 | 2.18 | 3.30 | 494.1 | D..... ARCADIA..... A | 47.2 | 3.21 | 4.39 | 4.39 | 10.57 | | | | |
| 9,423 Y | | 12.40 | 2.42 | 3.45 | 501.0 | DN..... ONTARIO..... N | 40.3 | 3.09 | 4.25 | 4.10 | 10.30 | | | | |
| 890 | | | | | 508.0 | WASHOE SPUR..... | 38.3 | | | | | | | | |
| 4,440 W | | 1.00 | 2.57 | 3.53 | 505.0 | DN..... PAYETTE..... Ay | 36.3 | 3.02 | 4.18 | 3.53 | 10.00 | | | | |
| 3,016 | | 1.20 | 3.22 | 4.05 | 511.7 | CRYSTAL..... | 29.6 | 2.51 | 4.05 | 3.22 | 9.05 | | | | |
| 6,278 W | | 2.52 | 3.50 | 4.18 | 518.3 | DN..... WEISER..... Sr | 23.0 | 2.42 | 3.50 | 2.52 | 8.45 | | | | |
| 3,002 | | 3.37 | 4.12 | 4.31 | 524.3 | EATON..... | 17.0 | 2.30 | 3.37 | 2.30 | 7.50 | | | | |
| 3,001 W | | 4.09 | 4.48 | 4.48 | 532.3 | OLD'S FERRY..... | 9.0 | 2.16 | 3.20 | 2.03 | 7.30 | | | | |
| 858 | | | | | 539.4 | BLAKE'S..... | 1.9 | | | | | | | | |
| 14,739 ROTCWY | | 4.45 PM | 5.30 PM | 5.05 PM | 541.3 | DN..... HUNTINGTON..... Hu | | 2.00 AM | 3.00 PM | 1.30 PM | 7.00 AM | | | | |

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class—See Rule 81.

Trains must not exceed ten (10) miles per hour crossing Snake River bridge at the mouth of Burnt River.

Idaho Division—FIFTH DISTRICT—Wood River Branch.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations. | NORTHWARD | | | | | | Time Table No. 20. | | SOUTHWARD | | | | | | | | | | |
|--|--------------|--|--|--|--|--|-------------------------|------|--------------|------------------|----|------|-------------------------|--|--|--|--|--|--|
| | Second Class | | | | | | April 1, 1902. | | Second Class | | | | | | | | | | |
| | 17 | | | | | | STATIONS | | 18 | | | | | | | | | | |
| | Mixed | | | | | | Ar. Daily Except Sunday | | Mixed | | | | | | | | | | |
| 24,212 | ROTYCW | | | | | | 10.45AM | .0 | DN..... | SHOSHONE..... | S | 69.5 | 7.15PM | | | | | | |
| 1,250 | | | | | | | | 18.5 | | GRAVEL SPUR..... | | 51.0 | | | | | | | |
| 1,788 | W | | | | | | 11.45AM | 21.9 | | PAGARL..... | | 47.6 | 6.15 | | | | | | |
| 1,816 | | | | | | | 12.09PM | 29.7 | | TIKURA..... | | 39.8 | 5.55 | | | | | | |
| 1,797 | W | | | | | | 12.40 | 37.3 | | PICABO..... | | 32.2 | 5.35 | | | | | | |
| 242 | | | | | | | | 41.8 | | HAY SPUR..... | | 27.7 | | | | | | | |
| 1,825 | | | | | | | 1.30 | 52.2 | D..... | BELLEVUE..... | V | 17.3 | 4.55 | | | | | | |
| 3,718 | W | | | | | | 1.55 | 57.2 | D..... | HAILEY..... | Rl | 12.3 | 4.25 | | | | | | |
| 2,750 | | | | | | | 2.15 | 63.1 | | GIMLET..... | | 6.4 | 4.05 | | | | | | |
| 4,598 | Y | | | | | | 2.35PM | 69.5 | D..... | KETCHUM..... | Ku | .0 | 3.45PM | | | | | | |
| | | | | | | | Ar. Daily Except Sunday | | | | | | Lv. Daily Except Sunday | | | | | | |
| | | | | | | | (3.50) | | | | | | (3.80) | | | | | | |

Idaho Division—BOISE BRANCH.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations. | NORTHWARD | | | | | | Time Table No. 20. | | SOUTHWARD | | | | | | | | | | | |
|--|--------------|--|--|--|--|--|-------------------------|---------|-------------|-------------------|----|------|-------------|-------------|-------------|-------------|-------------|--|-------|--|
| | Second Class | | | | | | April 1, 1902. | | First Class | | | | | | | | | | | |
| | 39 | | | | | | STATIONS | | 32 | | | | 34 | | 36 | | 38 | | 40 | |
| | Mixed | | | | | | Ar. Daily Except Sunday | | Passenger | | | | Passenger | | Passenger | | Passenger | | Mixed | |
| 13,388 | ROYCW | | | | | | 3.30PM | .0 | DN..... | NAMPA..... | Az | 19.8 | 4.10AM | 2.10PM | 5.25PM | 11.20PM | 8.30AM | | | |
| 617 | | | | | | | | 6.5 | | SONNA..... | | 13.3 | | | | | | | | |
| 1,187 | | | | | | | 4.05 | 12.05AM | D..... | MERIDIAN..... | Md | 9.7 | 3.50 | 1.50 | 5.05 | 11.00 | 8.00 | | | |
| 870 | | | | | | | | 12.6 | | BEATTY..... | | 7.2 | | | | | | | | |
| 422 | | | | | | | | 16.0 | | PERKINS..... | | 3.8 | | | | | | | | |
| 7,360 | RTW | | | | | | 4.45PM | 12.25AM | DN..... | BOISE..... | Bd | .0 | 3.30AM | 1.30PM | 4.45PM | 10.40PM | 7.30AM | | | |
| | | | | | | | | 22.0 | | END OF TRACK..... | | 2.2 | | | | | | | | |
| | | | | | | | Arrive Daily | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | | | | | (1.15) | | | | | | (0.40) | (0.40) | (0.40) | (0.40) | (1.00) | | | |

North-Bound Trains will have Absolute Right to the track over South-Bound Trains of the same or inferior class.—See Rule 81.

Montana Division—SEVENTH DISTRICT—Pocatello and Lima.

| Length of Sidings in feet, and location of Scales, Water, Fuel, Register and Turning Stations. | NORTHWARD | | | | | | | Distances from Ogden | Time Table No. 20. April 1, 1902. | STATIONS | Distances from Silver Bow | SOUTHWARD | | | | |
|--|---------------|----------------------|---------------|-------------|--------------|--------------|------------------|----------------------|--------------------------------------|-----------|---------------------------|--------------|-------------|-------------------|--------------|---------------|
| | Second Class | | First Class | | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Arrive Daily | First Class | | Second Class | |
| | 29 | 27 | 9 | 7 | | | | | | | | | 8 | 10 | 28 | 30 |
| | Local Freight | Montana Fast Freight | Butte Express | Fast Mail | | | | | | | | | Fast Mail | Salt Lake Express | Time Freight | Local Freight |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | |
| 90,168 ROTYCW | 5.30AM | 7.45PM | 7.25AM | 4.50PM | 134.2 | Dn..... | POCATELLO..... | { H Ca | 255.5 | 2.00AM | 11.10AM | 1.45AM | 4.00PM | | | |
| 8,002 | 5.55 | 8.03 | f 7.36 | f 5.02 | 140.5 | ..... | TYHEE..... | | 219.2 | f 1.45 | f 10.54 | 1.21 | 3.30 | | | |
| 4,155 | 6.15 | 8.15 | f 7.44 | f 5.12 | 145.7 | D..... | ROSS FORK..... | Rf | 244.0 | f 1.34 | f 10.44 | 1.06 | 3.05 | | | |
| 2,976 | 6.35 | 8.28 | f 7.53 | f 5.21 | 151.0 | ..... | GIBSON..... | | 238.7 | f 1.21 | f 10.34 | 12.48 | 2.40 | | | |
| 5,850 YW | 7.00 | 8.45 | s 8.06 | s 5.36 | 158.2 | Dn..... | BLACK FOOT..... | Bf | 231.5 | s 1.09 | s 10.21 | 12.26 | 2.05 | | | |
| 3,004 | 7.25 | 8.59 | f 8.16 | f 5.47 | 163.9 | ..... | HOWARD..... | | 225.8 | f 12.55 | f 10.07 | 12.04AM | 1.40 | | | |
| 3,504 W | 7.51 | 9.13 | f 8.27 | f 6.00 | 170.5 | ..... | BASALT..... | | 219.2 | f 12.43 | f 9.57 | 11.44PM | 1.15 | | | |
| 3,820 | 8.11 | 9.25 | f 8.36 | s 6.10 | 175.4 | D..... | SHELLEY..... | Sy | 214.3 | f 12.31 | s 9.48 | 11.25 | 12.50 | | | |
| 11,512 OYCW | 8.54 9.32 | 9.55 | s 8.54 | s 6.28 | 184.0 | Dn..... | IDAHO FALLS..... | Ak | 205.7 | s 12.15AM | s 9.32 | 10.55 | 12.10PM | | | |
| 2,416 | 10.10 | 10.20 | f 9.12 | f 6.44 | 198.0 | ..... | PAYNE..... | | 196.7 | f 11.59PM | f 9.12 | 10.20 | 11.40AM | | | |
| 6,783 W | 11.00 | 10.50 | s 9.28 | s 7.00 | 201.2 | Dn..... | MARKET LAKE..... | Ar | 188.5 | s 11.43 | s 8.54 | 9.55 | 11.00 | | | |
| 3,008 | 11.35 | 11.27 | f 9.45 | f 7.19 | 211.6 | ..... | HAWGOOD..... | | 178.1 | f 11.27 | f 8.39 | 9.25 | 10.20 | | | |
| 3,000 | 11.50AM | 11.42 | f 9.55 | f 7.29 | 216.8 | ..... | HAMER..... | | 172.9 | f 11.18 | f 8.31 | 9.05 | 9.55 | | | |
| 3,438 W | 12.16PM | 11.56PM | f 10.05 | f 7.40 | 222.6 | ..... | CAMAS..... | | 167.1 | f 11.09 | f 8.23 | 8.45 | 9.25 | | | |
| 3,006 | 12.40 | 12.11AM | f 10.16 | f 7.50 | 227.6 | ..... | JONES..... | | 162.1 | f 11.01 | f 8.16 | 8.30 | 9.00 | | | |
| 12,423 RYCW | 1.30 | 12.56 | s 10.36 | s 8.10 | 234.4 | Dn..... | DUBOIS..... | Dc | 155.3 | s 10.50 | s 8.05 | 8.10 | 8.36 | | | |
| 3,086 W | 2.05 | 1.25 | f 10.55 | f 8.30 | 242.4 | ..... | HIGH BRIDGE..... | | 147.3 | f 10.34 | f 7.49 | 7.20 | 7.49 | | | |
| 7,478 WY | 2.40 | 2.05 | s 11.13 | s 8.50 | 247.9 | Dn..... | SPENCER..... | Rc | 141.8 | s 10.23 | s 7.38 | 7.00 | 7.10 | | | |
| 5,224 WY | 3.40 | 3.00 | f 11.44AM | f 9.25 | 257.5 | D..... | HUMPHREY..... | Vy | 132.2 | f 10.00 | f 7.15 | 6.20 | 6.25 | | | |
| 8,424 RWY | 4.30 | 3.40 | s 12.04PM | s 9.45 | 264.2 | Dn..... | MONIDA..... | Mo | 125.5 | s 9.45 | s 7.00 | 5.55 | 6.00 | | | |
| 3,847 W | 5.15 | 4.05 | f 12.20 | f 10.02 | 272.6 | ..... | WILLIAMS..... | | 117.1 | f 9.25 | f 6.40 | 5.15 | 5.15 | | | |
| 21,589 RTCW | 5.45PM | 4.35AM | f 12.35PM | 10.20PM | 279.3 | Dn..... | LIMA..... | Rd | 110.4 | 9.10PM | 6.25AM | 4.30PM | 4.35AM | | | |

(12.15) (8.50) (5.10) (5.30) (145.1) (4.50) (4.45) (9.15) (11.25)

North-Bound trains will have Absolute Right to the track over South-Bound Trains of the same or inferior class.—See Rule 81.

South-Bound Trains must not exceed Schedule Time between Humphrey and mouth of Beaver Canon.

When Passenger Trains meet at Spencer they will, unless otherwise instructed, use the Cut-Off Switch north of water tank.

Montana Division—EIGHTH DISTRICT—Lima and Silver Bow.

| Length of Sidings in feet, and location of Scales, Water, Fuel, Register and Turning Stations. | NORTHWARD | | | | | | | Distances from Ogden | Time Table No. 20. | | Distances from Silver Bow | SOUTHWARD | | | |
|--|-----------|-------------|---------------|----------------------|---------------|-------------|----------------|----------------------|--------------------|-------------------|---------------------------|---------------|--------------|-----------|--|
| | | | Second Class | | First Class | | April 1, 1902. | | First Class | | | Second Class | | | |
| | | | 29 | 27 | 9 | 7 | STATIONS | | 8 | 10 | | 28 | 30 | | |
| | | | Local Freight | Montana Fast Freight | Butte Express | Fast Mail | Fast Mail | | Fast Mail | Salt Lake Express | | Local Freight | Time Freight | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| 21,589 | RTCW | 6.15 AM | 5.25 AM | 12.55 PM | 10.30 PM | 279.3 | Dn..... | LIMA 8.3 | Rd | 110.4 | 9.00 PM | 6.15 AM | 3.25 PM | 3.05 AM | |
| 3,517 | W | 6.50 | 5.56 | s 1.10 | f 10.45 | 287.6 | D..... | DELL 6.0 | De | 102.1 | s 8.40 | f 5.56 | 2.50 | 2.30 | |
| 3,420 | | 7.15 | 6.19 | f 1.20 | f 10.55 | 293.6 | ..... | CRAB TREE 8.7 | | 96.1 | f 8.28 | f 5.46 | 2.20 | 2.00 | |
| 4,876 | W | 7.55 | 6.42 | s 1.35 | s 11.10 | 302.3 | Dn..... | RED ROCK 10.2 | Dk | 87.4 | s 8.09 | s 5.30 | 1.35 | 1.30 | |
| 2,912 | | 8.45 | 7.02 | f 1.52 | f 11.27 | 312.5 | ..... | GRAYLING 3.3 | | 77.2 | f 7.48 | f 5.11 | 12.53 | 12.50 | |
| 569 | | | | f..... | f..... | 315.8 | ..... | DALY'S 4.0 | | 73.9 | f..... | f..... | | | |
| 5,546 | | 9.10 | 7.22 | f 2.06 | f 11.41 | 319.8 | ..... | BARRATT'S 7.7 | | 69.9 | f 7.33 | f 4.56 | 12.26 PM | 12.25 AM | |
| 11,095 | RTCW | 10.20 | 7.47 | s 2.20 | s 11.55 PM | 327.5 | Dn..... | DILLON 6.3 | Dn | 62.2 | s 7.17 | s 4.40 | 11.50 AM | 11.55 PM | |
| 2,985 | | 10.45 | 8.07 | f 2.34 | f 12.10 AM | 333.8 | ..... | BOND 6.0 | | 55.9 | f 7.02 | f 4.26 | 10.45 | 11.05 | |
| 4,540 | | 11.25 AM | 8.32 | f 2.48 | f 12.25 | 339.8 | ..... | APEX 8.0 | | 49.9 | f 6.53 | f 4.17 | 10.15 | 10.42 | |
| 4,647 | YW | 12.05 PM | 9.02 | f 3.05 | f 12.43 | 347.8 | ..... | GLEN 3.7 | | 41.9 | f 6.33 | f 3.56 | 9.25 | 10.00 | |
| 3,008 | | 12.20 | 9.12 | f 3.12 | f 12.50 | 351.5 | ..... | SHORT LINE PARK 6.9 | | 38.2 | f 6.28 | f 3.51 | 9.12 | 9.45 | |
| 7,345 | CW | 1.00 | 9.53 | s 3.26 | s 1.05 | 358.4 | Dn..... | MELROSE 6.0 | Vl | 31.3 | f 6.15 } 5.55 } | s 3.37 | 8.40 | 9.22 | |
| 2,490 | | 1.33 | 10.18 | f 3.38 | f 1.17 | 364.4 | ..... | BURLEY 1.1 | | 25.3 | f 5.42 | f 3.23 | 8.00 | 8.52 | |
| 3,048 | | | | f..... | f..... | 365.5 | ..... | MAIDEN ROCK SPUR 0.7 | | 24.2 | f..... | f..... | | | |
| 1,090 | | | | | | 366.2 | ..... | KEITH'S SPUR 3.5 | | 23.5 | | | | | |
| 3,655 | | 2.09 | 10.43 | s 3.51 | s 1.30 | 369.7 | Dn..... | DIVIDE 1.8 | J | 20.0 | s 5.30 | s 3.11 | 7.30 | 8.30 | |
| 1,865 | | | | | | 371.5 | ..... | DYER'S SPUR 2.8 | | 18.2 | | | | | |
| 4,010 | W | 2.45 | 11.13 | f 4.02 | f 1.41 | 374.3 | ..... | WOODIN 4.2 | | 15.4 | f 5.22 | f 3.03 | 7.15 | 8.10 | |
| 458 | | | | | | 378.5 | ..... | BEAUDINE'S SPUR 1.9 | | 11.2 | | | | | |
| 5,369 | Y | 3.30 | 11.58 AM | f 4.17 | f 1.57 | 380.4 | Dn..... | FEEELY 4.0 | Fy | 9.3 | f 5.10 | f 2.51 | 6.55 | 7.45 | |
| 3,263 | | 4.00 | 12.30 PM | f 4.30 | f 2.09 | 384.4 | ..... | BUXTON 5.3 | | 5.3 | f 4.56 | f 2.36 | 6.20 | 7.05 | |
| 16,598 | RCYW | 4.30 PM | 1.00 PM | 4.45 PM | 2.25 AM | 389.7 | Dn..... | SILVER BOW | Sb | .0 | 4.45 PM | 2.25 AM | 6.00 AM | 6.30 PM | |
| | | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | | | | | | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | |
| | | (10.15) | (7.35) | (3.50) | (3.55) | | | | (110.4) | | (4.15) | (3.50) | (9.25) | (8.35) | |

Figures below are for information only and not for use in running.—Use Time Table of Northern Pacific Railway for Running Time.

| | | | | | | | | | | | |
|---------|---------|---------|---------|-------|---------|----------------|----|---------|---------|---------|---------|
| 5.30 PM | 1.45 PM | 4.45 PM | 2.25 AM | 389.7 | Dn..... | SILVER BOW 6.8 | Sb | 4.45 PM | 2.25 AM | 5.25 AM | 5.45 PM |
| 6.00 PM | 2.15 PM | 5.05 PM | 2.45 AM | 396.5 | Dn..... | BUTTE | W | 4.30 PM | 2.05 AM | 5.00 AM | 5.20 PM |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

North-Bound Trains will have Absolute Right to the track over South-Bound Trains of the same or inferior class.—See Rule 81. Trains must not exceed Schedule Time descending Glen and Buxton Grades or between Melrose and Divide.

Montana Division—SALMON RIVER R. R.

| Length of Sidings in feet and Location of Scales, Water, Coal, Register and Turning Stations. | NORTHWARD | | | | Time Table No. 20. April 1 1902. | SOUTHWARD | | | | |
|---|---------------|--------------|-------------------------------------|--------------------------|-------------------------------------|-------------------|--------------|--|---------------------------------------|--|
| | Second Class. | | | Distance from Blackfoot. | | Second Class. | | | Distance from Mackay. | |
| | | 61 Mixed. | Leave Mondays, Wednesdays, Fridays. | | | | 62 Mixed. | Arrive Tuesdays, Thursdays, Saturdays. | | |
| 8000 R C W Y | | | 10.40 AM | | Dn..... | BLACKFOOT..... | Bf | 85.1 | 5.20 PM | |
| 2000 | | | 10.55 | 5.5 | | MORELAND..... | | 79.6 | 4.40 | |
| 2000 | | | 11.46 AM | 21.0 | | TABER..... | | 64.1 | 3.50 | |
| 2000 | | | 12.35 PM | 35.4 | | CERRO GRANDE..... | | 49.7 | 3.05 | |
| 1600 | | | 1.05 | 44.6 | | POWELL..... | | 40.5 | 2.35 | |
| 2155 Y W | | | 2.00 | 59.0 | | ARCO..... | | 26.1 | 1.50 | |
| 1500 | | | 3.00 | 66.6 | | LOST RIVER..... | | 18.5 | 1.28 | |
| 1857 | | | 3.25 | 72.5 | | DARLINGTON..... | | 12.6 | 1.10 | |
| 3017 R W C Y | | | 4.30 PM | 85.1 | D..... | MACKAY..... | My | | 12.30 PM | |
| | | | | | | | | | Leave Tuesdays, Thursdays, Saturdays. | |

[5.50]

[85.1]

[4.50]

North-Bound Trains will have absolute right to the track over South-Bound Trains of the same or inferior Class. See Rule 81.

Montana Division—ST. ANTHONY BRANCH.

| Length of Sidings in feet and Location of Scales, Water, Fuel, Register and Turning Stations. | NORTHWARD | | | | Time Table No. 20. April 1, 1902. | SOUTHWARD | | | | |
|---|---------------|-------------|-------------|-----------------------------|--------------------------------------|------------------|-------------|--------------|-----------------------------|--|
| | Second Class. | | | Distances from Idaho Falls. | | Second Class. | | | Distances from St. Anthony. | |
| | | 51 Mixed | Leave Daily | | | | 52 Mixed | Arrive Daily | | |
| 11,512 RYWC | | | 9.50 AM | .0 | DN..... | IDAHO FALLS..... | AK | 37.2 | 5.00 PM | |
| 1,737 | | | 10.15 | 8.2 | | ELVA..... | | 29.0 | 4.30 | |
| 1,751 | | | 10.35 | 14.3 | D..... | RIGBY..... | By | 22.9 | 4.05 | |
| 2,824 W | | | 10.50 | 18.5 | | LORENZO..... | | 18.7 | 3.50 | |
| 1,460 | | | 11.00 | 21.1 | | TEXAS..... | | 16.1 | 3.40 | |
| 4,573 | | | 11.30 | 26.6 | D..... | REXBURG..... | Rx | 10.6 | 3.20 | |
| 1,805 | | | 11.59 AM | 32.1 | | TETON..... | | 5.1 | 2.55 | |
| 4,528 RWY | | | 12.20 PM | 37.2 | D..... | ST. ANTHONY..... | St | .0 | 2.30 PM | |
| | | | | | | | | | Leave Daily | |

(2.30)

(37.2)

(2.30)

North-Bound Trains will have absolute right to the track over South-Bound Trains of the same or inferior class—See Rule 81.

Utah Division—SIXTH DISTRICT—Ogden and McCammon.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Station. | NORTHWARD | | | | | | | Distances from Ogden | Time Table No. 20. April 1, 1902. | STATIONS | SOUTHWARD | | | | |
|---|----------------------------------|------------------------|-----------------------|---------------------------------------|-----------------------------------|-----------------------------|--------------------------------------|----------------------|--------------------------------------|----------|----------------------------|------------------------|-----------------------|----------------|----------------|
| | Second Class | | First Class | | | First Class | | | | | Second Class | | | | |
| | 27 Montana Fast Freight | 19 Local Freight | 9 Butte Express | 7 Butte and Portland Express | 5 Cache Valley Passenger | 6 Salt Lake Passenger | 8 Salt Lake and Eastern Ex. | | | | 10 Salt Lake Express | 20 Local Freight | 28 Time Freight | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | | |
| 3,141 | CTYOW | 1.55AM | 7.40AM | 12.25AM | 11.20AM | 8.25AM | ..... | DN..... | OCDEN { On 3.0 Yd | 389.7 | 5.30PM | 7.00AM | 7.00PM | 5.00PM | 4.15AM |
| 6,278 | | | | | | | 3.0 | ..... | FIVE POINTS SPUR..... | 386.7 | | | | | |
| 5,226 | | 2.10 | 8.15 | 12.35 | 11.30 | 8.35 | 4.7 | ..... | HARRISVILLE..... | 385.0 | f 5.20 | f 6.50 | 6.50 | 4.30 | 3.40 |
| 2,628 | | 2.30 | 8.42 | 12.43 | 11.38 | 8.42 | 8.8 | D..... | HOT SPRINGS..... Hs | 380.9 | s 5.13 | s 6.43 | 6.43 | 4.13 | 3.20 |
| 4,285 | | 2 52 | 9.15 | 12.53 | 11.48AM | 8.53 | 14.0 | ..... | WILLARD..... | 375.7 | f 5.03 | s 6.33 | 6.34 | 3.40 | 2 52 |
| 541 | | | | | | | 17.2 | ..... | PERRY..... | 372.5 | f..... | | | | |
| 6,050 | W | 3.35 | 10.05 | 1.05 | 12.01PM | 9.05 | 21.1 | DN..... | BRIGHAM..... Bm | 368.6 | s 4.50 | s 6.20 | s 6.20 | 3.10 | 2.25 |
| 4,712 | | 4.05 | 10.50 | 1.20 | 12.18 | 9.21 | 30.5 | ..... | HONEYVILLE..... | 359.2 | f 4.30 | f 6.01 | 6.02 | 2.30 | 1.50 |
| 6,049 | W | 4.25 | 11.15 | 1 30 | 12.26 | 9.31 | 35.9 | D..... | DEWEY..... Du | 353.8 | f 4.21 | f 5.50 | 5.51 | 2.05 | 1 30 |
| 2,817 | | 4.45 | 11.50AM | 1.38 | 12.36 | 9.42 | 40.1 | D..... | COLLINSTON..... Qn | 349.6 | s 4.13 | s 5.41 | 5.43 | 1.45 | 1.00 |
| 3,017 | | 5.31 | 12.15PM | 1.46 | 12.44 | 9.51 | 44.4 | ..... | BEAR RIVER..... | 345.3 | 4.03 | 5.31 | 5.33 | 1.30 | 12.40 |
| 9,158 | CWY | 6.35 | <u>1.01</u> 1.30 | 2.08 | <u>1.01</u> | 10.05AM | 48.8 | DN.. | CACHE JUNCTION...Cj | 340.9 | 3.50PM | s 5.18 | s 5.20 | <u>1.01</u> PM | 12.10AM |
| 2,898 | | 7.05 | 2.10 | 2.24 | 1.15 | | 56.3 | ..... | RANSOM..... | 332.9 | f 5.00 | f 5.06 | 5.06 | 11.58AM | 11.10PM |
| 4,748 | W | 7.30 | 2.35 | 2.35 | 1.25 | | 62.2 | D..... | CORNISH..... Cg | 327.5 | f 4.50 | f 4.58 | 4.58 | 11.40 | 10.55 |
| 500 | | | | | | | 65.0 | ..... | WESTON..... | 324.7 | f..... | | | | |
| 4,120 | | 8.10 | 3.20 | 2.52 | 1.40 | | 71.0 | ..... | DAYTON..... | 318.7 | f 4.33 | f 4.43 | 4.43 | 11.05 | 10.25 |
| 4,588 | W | 8.32 | 3.45 | 3.01 | 1.50 | | 75.1 | ..... | GARNER..... | 314.6 | f 4.24 | f 4.36 | 4.36 | 10.50 | 10.10 |
| 4,611 | | 8.57 | 4 26 | 3.15 | 2.05 | | 81.1 | DN..... | OXFORD..... Ox | 308.6 | s 4.12 | s 4.26 | 4.26 | 10.27 | 9.50 |
| 3,573 | W | 9.07 | 4.40 | 3.22 | 2.13 | | 84.3 | ..... | SWAN LAKE..... | 305.4 | f 4.05 | f 4.15 | 4.15 | 10.12 | 9.40 |
| 4,789 | | 9 37 | 5.25 | 3 45 | 2.35 | | 94.8 | ..... | DOWNEY..... | 294.9 | s 3.45 | f 4.02 | 4.02 | 9 37 | 9.00 |
| 3,006 | | 9.55 | 5.45 | 3.55 | 2.45 | | 100.0 | ..... | THATCHER..... | 289.7 | f 3.35 | f 3.53 | 3.53 | 9.00 | 8.45 |
| 11,25 | | 10.05 | 5.55 | 4.00 | 2.52 | | 102.8 | ..... | MARSH VALLEY..... | 286.9 | f 3.31 | f 3.49 | 3.49 | 8.41 | 8.37 |
| 1,788 | | 10.15 | 6.02 | 4.03 | 2.56 | | 104.5 | ..... | ARIMO..... | 285.2 | f 3.28 | f 3.46 | 3.46 | 8.30 | 8.30 |
| 13,309 | WY | 10.50AM | 6.30PM | 4.15AM | 3.10PM | | 111.1 | DN..... | McCAMMON Mc | 278.6 | 3.15AM | 3.35PM | 3.35PM | 8.00AM | 8.10PM |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | | (8.55) | (10.50) | (3.50) | (3.50) | (1.40) | | | | | (1.40) | (3.45) | (3.25) | (9.00) | (8.05) |

North-Bound Trains will have absolute right to the Track over South-Bound Trains of the same or inferior class.—See Rule 81.
 Switch engines at Ogden and Salt Lake will use main track between yard limit boards without orders against all except first class trains; second class trains will be governed accordingly.
 No Train or Engine will exceed ten (10) miles per hour between Slow boards in Bear River Cañon.
 No train or engine will leave McCammon without special order or clearance card as per Rule 83a.
 Trains on this district will use Second District, Idaho Division, Time Table north of McCammon.

Utah Division—CACHE VALLEY BRANCH.

| Length of Sidings in feet, and location of Scales, Water, Fuel and Turning Stations. | NORTHWARD | | | | | | Time Table No. 20. | | SOUTHWARD | | | | | |
|--|-----------|--|---|--|--------------------------------|------|----------------------------------|------|---------------------------|-------------|-----------------------------|-------------|---|--|
| | | | Second Class | | First Class | | April 1, 1902. | | | | First Class | | Second Class | |
| | | | 15 Mixed Passenger and Freight | | 5 Cache Valley Passenger | | STATIONS | | | | 6 Salt Lake Passenger | | 16 Mixed Passenger and Freight | |
| | | | Leave Daily | | Leave Daily | | Distances from Cache Junction | | Distances from Preston | | Arr. Daily | | Arr. Daily | |
| 9,158 | CYW | | 5.30 PM | | 10.15 AM | .0 | DN. CACHE JUNCTION...Cj | 42.2 | f | 3.50 PM | | | | |
| 870 | | | | | | 4.7 | PETERSBORO SPUR..... | 37.5 | f | | | 1.45 AM | | |
| 1,505 | | | 6.00 | | 10.45 | 8.6 | D. MENDON.....Mq | 33.6 | s | 3.25 | | 1.05 | | |
| 875 | | | | | | 10.9 | HOWELLS SPUR..... | 31.8 | f | | | | | |
| 5,224 | W | | 6.25 | | 11.15 | 15.5 | D. LOGAN.....Q | 26.7 | s | 3.05 | | 12.30 AM | | |
| 888 | | | | | | 20.1 | HYDE PARK..... | 22.1 | f | | | | | |
| 1,645 | | | 7.00 | | 11.35 | 22.9 | D. SMITHFIELD.....Sm | 19.3 | s | 2.45 | | 11.45 PM | | |
| 241 | | | | | | 26.4 | PLANT'S SPUR..... | 15.8 | f | | | | | |
| 1,953 | W | | 7.35 | | 11.50 AM | 28.8 | D. RICHMOND.....Rn | 13.4 | s | 2.28 | | 11.10 | | |
| 1,025 | | | | | | 31.0 | MERRILL'S..... | 11.2 | f | | | | | |
| 456 | | | | | | 32.2 | WEBSTER SPUR..... | 10.0 | f | | | | | |
| 1,475 | | | 8.15 | | 12.10 PM | 35.2 | D. FRANKLIN.....F | 7.0 | s | 2.10 | | 10.30 | | |
| 1,020 | | | | | | 39.3 | WHITNEY..... | 2.9 | f | | | | | |
| 3,768 | Y | | 9.10 PM | | 12.30 PM | 42.2 | D. PRESTON.....Pn | .0 | | 1.50 PM | | 9.45 PM | | |
| | | | Arr. Daily | | Arr. Daily | | | | | Leave Daily | | Leave Daily | | |
| | | | (8.40) | | (2.15) | | (42.2) | | | (2.00) | | (4.00) | | |

North-Bound Trains will have Absolute Right to the track over South-Bound Trains of the same or inferior class.—See Rule 81.

Station Train Order Signal Lamps will not be kept burning after trains for the day have passed.

Utah Division—SYRACUSE BRANCH.

| Length of Sidings in feet, and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | | Time Table No. 20. | | SOUTHWARD | | | |
|--|-----------|--|--|------------------------|--------------------|---------------------------------|-----------|--|--|--|
| | | | | | April 1, 1902. | | | | | |
| | | | | STATIONS | | | | | | |
| | | | | Distance from Syracuse | | Distance from Syracuse Junction | | | | |
| 4229 | | | | | | | | | | |
| 221 | | | | | | | | | | |
| 4116 | Y | | | 3.3 | 5.8 | SYRACUSE..... | 5.8 | | | |
| | | | | | 2.5 | CLEARFIELD SPUR..... | 2.5 | | | |
| | | | | 5.6 | | SYRACUSE JUNCTION..... | | | | |
| | | | | | (5.8) | | | | | |

Utah Division—FIRST DISTRICT—Salt Lake City to Ogden.

| Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations | | NORTHWARD | | | | | | | | | Distance from Callientes | Time Table No. 20. | |
|---|-------|---------------|-----------------|--------------|---------------|--------------------------|----------------------|------------------|--------------|----------------|--------------------------|--------------------|--|
| | | Second Class | | | First Class | | | | | April 1, 1902. | | | |
| | | 29 | 27 | 19 | 9 | | 7 | 5 | 3 | 1 | | STATIONS | |
| | | Local Freight | Through Freight | Way Freight | Butte Express | Butte & Portland Express | Cache Valley Express | Atlantic Express | Fast Mail | | | | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| 119,242 | OWCTY | | 7.30AM | 11.00PM | 4.00AM | | 10.50PM | 9.45AM | 7.00AM | 6.00PM | 12.50PM | 386.8 | DN..... SALT LAKE CITY..... ^D _{1.6} Ax |
| 2189 | | | 7.50 | 11.20 | 4.30 | | 10.58 | 9.51 | 7.06 | 6.06 | 12.55 | 338.3 | R. G. W. SPUR CROSSING..... _{1.9} |
| 4708 | | | | | | | | | | | | 340.2 | BECK'S..... _{1.7} |
| | | | | | | | | | | | | 341.9 | UNION STOCK YARDS JUNCT.. _{0.3} |
| 1270 | | | 8.05 | 11.30 | 4.42 | | 11.03 | 9.55 | 7.11 | 6.10 | 12.59 | 342.2 | S. L. & O. CROSSING..... _{1.3} |
| 5683 | | | 8.21 | 11.35 | 4.50 | | f 11.06 | f 9.57 | f 7.14 | f 6.13 | 1.01 | 348.5 | SIMKINS..... _{1.6} |
| 8846 | | | 8.52 | 11.40 | 4.55 | | 11.09 | 10.00 | f 7.17 | f 6.16 | 1.03 | 345.1 | D..... WOODS CROSS..... _{2.0} Wc |
| 4804 | | | | | | | | | | | | 347.1 | CENTERVILLE..... _{2.7} |
| 3885 | W | | 9.15 | 11.55PM | 5.10 | | f 11.16 | f 10.07 | f 7.26 | s 6.26 | 1.09 | 349.8 | LAKE SHORE..... _{2.0} |
| 3833 | | | 9.35 | 12.10AM | 5.30 | | f 11.24 | f 10.15 | f 7.35 | f 6.34 | 1.15 | 351.8 | DN..... FARMINGTON..... _{5.0} Fo |
| 4880 | | | 9.45 | 12.16 | 5.38 | | f 11.27 | f 10.18 | f 7.38 | f 6.38 | 1.17 | 356.8 | D..... KAYSVILLE..... _{2.0} K |
| 4232 | Y | | 10.10 | 12.41 | 6.10 | | 11.36 | 10.26 | f 7.46 | 6.45 | 1.24 | 358.8 | D..... LAYTON..... _{4.7} Ny |
| 4486 | | | 10.32 | 12.53 | 6.25 | | f 11.42 | f 10.32 | s 7.53 | f 6.52 | 1.29 | 363.5 | SYRACUSE JUNCTION..... _{3.5} |
| 14,031 | | | | | | | | | | | | 367.0 | HOOPER..... _{4.2} |
| 8868 | | | 10.55 | 1.03 | 6.45 | | 11.50 | 10.38 | 7.58 | 6.58 | 1.34 | 371.2 | OGDEN SUGAR SPUR..... _{0.7} |
| 3141 | WCOTY | | 11.05AM | 1.15AM | 7.00AM | | 11.55PM | 10.45AM | 8.05AM | 7.05PM | 1.40PM | 371.9 | RACE TRACK..... _{1.4} On |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | 373.8 | DN..... OGDEN..... _{Yd} |

(3.35) (2.15) (3.00) (1.05) (1.00) (1.05) (1.05) (.50) (36.5)

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.

Switch engines at Salt Lake and Ogden will use main track between yard limit boards without orders against all except first class trains; second class trains will be governed accordingly.

Station Train Order Signal Lamps will not be kept burning after trains for the day have passed.

Utah Division—FIRST DISTRICT—Ogden to Salt Lake City.

| Time Table No. 20. April 1, 1902. | Distance from Ogden | SOUTHWARD | | | | | | | | |
|---|---------------------|--------------|--------------|-----------------------|--------------------------|---------------|---------------|-----------------|----------------|--|
| | | First Class. | | | | | Second Class. | | | |
| | | 2 | 4 | 6 | 8 | 10 | 20 | 28 | 30 | |
| | | Limited. | Fast Mail | Cache Valley Express. | Butte & Portland Express | Butte Express | Way Freight | Through Freight | Local Freight. | |
| STATIONS | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| DN.....SALT LAKE CITY..... ^D Ax 1.5 | 36.5 | 3.05PM | 9.10AM | 6.50PM | 8.35AM | 8.10PM | 9.10PM | 7.30AM | 3.05PM | |
|R. G. W. SPUR CROSSING..... 1.9 | 35.0 | | | | | | | | | |
|BECK'S..... 1.7 | 33.1 | 2.56 | 9.03 | 6.44 | 8.27 | 8.03 | 8.50 | 7.06 | 2.40 | |
|UNION STOCK YARDS JUNCT.. 0.3 | 31.4 | | | | | | | | | |
|S. L. & O. CROSSING..... 1.3 | 31.1 | | | | | | | | | |
|SIMKINS..... 1.6 | 29.8 | 2.52 | 8.58 | 6.40 | 8.23 | 7.59 | 8.36 | 6.42 | 2.20 | |
| D.....WOODS CROSS..... ^{Wc} 2.0 | 28.2 | f 2.50 | f 8.56 | f 6.38 | 8.21 | 7.57 | 8.30 | 6.35 | 2.15 | |
|CENTERVILLE..... 2.7 | 26.2 | 2.46 | f 8.52 | f 6.34 | 8.19 | 7.55 | 8.20 | 6.25 | 1.50 | |
|LAKE SHORE..... 2.0 | 23.5 | | | | | | | | | |
| DN.....FARMINGTON..... ^{Fo} 5.0 | 31.5 | f 2.39 | f 8.45 | s 6.26 | 8.13 | 7.50 | 7.50 | 6.10 | 1.85 | |
| D.....KAYSVILLE..... ^K 2.0 | 16.5 | f 2.31 | f 8.37 | f 6.15 | 8.06 | 7.43 | 7.28 | 5.50 | 1.15 | |
| D.....LAYTON..... ^{Ny} 4.7 | 14.5 | f 2.28 | f 8.33 | f 6.10 | 8.04 | 7.41 | 7.22 | 5.38 | 12.58 | |
|SYRACUSE JUNCTION..... 3.5 | 9.8 | 2.21 | f 8.27 | f 6.03 | 7.58 | 7.35 | 7.12 | 5.20 | 12.40 | |
|HOOPER..... 4.2 | 6.3 | 2.15 | f 8.22 | f 5.57 | s 7.53 | 7.30 | 6.52 | 5.05 | 12.25 | |
|OGDEN SUGAR SPUR..... 0.7 | 2.1 | | | | | | | | | |
|RACE TRACK..... ^{On} 1.4 | 1.4 | 2.09 | 8.14 | 5.50 | 7.44 | 7.24 | 6.10 | 4.50 | 12.05PM | |
| DN.....OGDEN..... ^{Yd} | | 2.05PM | 8.10AM | 5.45PM | 7.40AM | 7.20PM | 6.00PM | 4.30AM | 11.50AM | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |

(36.5) (1.00) (1.00) (1.05) (0.55) (0.50) (8.10) (8.00) (8.15)

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.

Switch engines at Salt Lake and Ogden will use main track between yard limit boards without orders against all except first class trains; second class trains will be governed accordingly.

Station Train Order Signal Lamps will not be kept burning after trains for the day have passed.

Utah Division—SECOND DISTRICT—Juab and Salt Lake City.

| Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | | | | Distance from Ogden | SOUTHWARD | | | | | | | | |
|---|----------------------------|--------|----------------------------|-------------|--------------|-----------|---------------------|--------------------|-----------------------------|-----|-------|---------|---------|--------|--|---------|
| | Second Class | | | First Class | | | | Time Table No. 20. | | | | | | | | |
| | 27 | | 19 | 3 | | 1 | | April 1, 1902. | | | | | | | | |
| | Local Freight | | Local Freight | Passenger | | Passenger | | STATIONS. | | | | | | | | |
| | Leave Daily Except Sund'y | | Leave Daily Except Sund'y | | Leave Daily | | Leave Daily | | Distance from Ogden | | | | | | | |
| | Arrive Daily Except Sund'y | | Arrive Daily Except Sund'y | | Arrive Daily | | Arrive Daily | | Distance from Ogden | | | | | | | |
| | Leave Daily | | Leave Daily | | Leave Daily | | Leave Daily | | Distance from Ogden | | | | | | | |
| | Arrive Daily | | Arrive Daily | | Arrive Daily | | Arrive Daily | | Distance from Ogden | | | | | | | |
| 9008 WCY | 7.30AM | | | | | 6.00AM | 231.5 | DN | JUAB | Ja | 138.8 | 11.00PM | | | | 3.15PM |
| 4188 Y | 8.45 | | | | 3.05PM | 6.35 | 249.0 | D | NEPHI | Ni | 124.3 | 10.20 | 10.55AM | | | 2.15 |
| 774 | 9.10 | | f | 3.16 | f | 6.46 | 254.9 | | BURRISTON | | 118.4 | f 10.05 | f 10.40 | | | 1.37 |
| 710 | 9.17 | | f | 3.19 | f | 6.49 | 256.6 | | MONA | | 116.7 | f 10.01 | f 10.37 | | | 1.30 |
| 1650 W | 9.30 | | f | 3.27 | f | 6.59 | 260.7 | | STARR | | 112.6 | f 9.53 | f 10.30 | | | 1.10 |
| 2100 | 9.48 | | f | 3.37 | f | 7.07 | 265.9 | | YORK PIT | | 107.4 | f 9.42 | f 10.19 | | | 12.50 |
| 1912 | 10.12 | | f | 3.42 | f | 7.12 | 268.8 | | SANTAQUIN | | 104.5 | f 9.36 | f 10.12 | | | 12.35 |
| 2635 | 10.32 | | s | 3.51 | s | 7.20 | 273.6 | D | PAYSON | Cn | 99.7 | s 9.25 | s 10.02 | | | 12.10PM |
| 1502 | 10.52 | | f | 4.00 | f | 7.29 | 273.7 | | BENJAMIN | | 94.6 | f 9.14 | f 9.53 | | | 11.47AM |
| 8268 | 11.05 | | s | 4.06 | s | 7.35 | 281.1 | D | SPANISH FORK | Sf | 92.2 | s 9.08 | s 9.47 | | | 11.35 |
| 1018 | 11.20 | | f | 4.13 | f | 7.42 | 284.9 | | SPRINGVILLE | | 88.4 | f 9.01 | f 9.40 | | | 11.20 |
| 9737 OWY | 11.50AM 1.20PM | | s | 4.25 | s | 7.55 | 289.3 | D | PROVO | De | 84.0 | s 8.50 | s 9.30 | | | 10.45 |
| 2119 | 1.55 | | f | 4.36 | f | 8.06 | 294.1 | | R. G. W. CROSSING | | 79.2 | | | | | |
| 2088 | 2.30 | | s | 4.45 | s | 8.18 | 300.8 | D | LAKE VIEW | | 78.7 | f 8.35 | 9.19 | | | 10.00 |
| 5744 | 2.45 | | s | 4.51 | s | 8.24 | 303.8 | D | VINEYARD | | 77.1 | | | | | |
| 18279 | 3.05 | | s | 4.56 | s | 8.31 | 306.4 | D | PLEASANT GROVE | Da | 73.0 | s 8.25 | s 9.10 | | | 9.45 |
| 18522 YOWCT | 3.15 | 3.05PM | s | 5.00 | s | 8.35 | 307.8 | D | AMERICAN FORK | Af | 70.0 | s 8.19 | s 9.04 | | | 9.25 |
| 6598 | 3.40 | 3.25 | f | 5.10 | s | 8.45 | 312.1 | D | LEHI | Ns | 66.9 | s 8.13 | s 8.58 | | | 8.58 |
| 2502 | 4.25 | 3.59 | s | 5.22 | s | 8.57 | 317.5 | D | LEHI JUNCTION | Jn | 65.5 | s 8.10 | s 8.55 | 2.45AM | | 8.35 |
| 7958 | 4.45 | 4.18 | s | 5.30 | s | 9.05 | 319.7 | D | POINT MOUNTAIN | | 61.2 | f 8.00 | f 8.45 | 2.25 | | 8.00 |
| 8681 | 4.50 | 4.25 | f | 5.33 | f | 9.08 | 324.6 | | DRAPER TANK | | 55.8 | | | | | 7.30 |
| 1796 | 5.00 | 4.30 | f | 5.37 | | 9.12 | 325.6 | D | DRAPER | Ra | 53.6 | s 7.45 | s 8.30 | 1.55 | | 6.50 |
| 688 | 5.10 | 4.50 | s | 5.42 | s | 9.17 | 328.8 | | MINGO | | 49.5 | | | | | |
| 6087 | 5.25 | 4.55 | | 5.46 | | 9.21 | 324.3 | D | SANDY | Br | 49.0 | s 7.35 | s 8.21 | 1.40 | | 6.30 |
| 8659 | 5.30 | 5.00 | | 5.48 | | 9.23 | 324.6 | | R.G.W. ALTA BRANCH CROSSING | | 48.7 | | | | | |
| 8187 | 5.50PM | 5.30PM | | 6.00PM | | 9.35AM | 325.6 | | BINGHAM JUNCTION | | 47.7 | f 7.31 | f 8.18 | 1.35 | | 6.24 |
| 6949 | | | | | | | 327.2 | | ATWOOD'S | | 46.1 | 7.28 | 8.15 | 1.30 | | 6.15 |
| 5076 | | | | | | | 328.7 | | PALLAS | | 44.6 | | | | | |
| 1363 | | | | | | | 329.2 | | GERMANIA | | 44.1 | | | | | |
| 1024 | | | | | | | 329.6 | D | MURRAY | Fn | 43.7 | s 7.25 | s 8.12 | 1.25 | | 6.05 |
| 119242 OWCTY | | | | | | | 330.1 | | R. G. W. SPUR CROSSING | | 43.2 | | | | | |
| | | | | | | | 330.4 | | HANAUER | | 42.9 | | | | | |
| | | | | | | | 332.3 | | HUSLERS | | 41.0 | 7.21 | 8.08 | 1.20 | | 5.50 |
| | | | | | | | 333.6 | | R. G. W. CROSSING | | 39.6 | | | | | |
| | | | | | | | 333.7 | | BURTON | | 39.1 | 7.18 | 8.06 | 1.15 | | 5.45 |
| | | | | | | | 334.2 | | OFFICER | | 37.7 | | | | | |
| | | | | | | | 336.8 | DN | SALT LAKE CITY | AxD | 36.5 | 7.05PM | 7.55AM | 1.00AM | | 5.30AM |

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.

Station Train Order Signal Lamps will not be kept burning after trains for the day have passed.

Utah Division—THIRD DISTRICT—Milford and Juab.

| NORTHWARD | | | | | Distance from Calientes | Time Table No. 20. | | Distance from Ogden | SOUTHWARD | | | | | Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations. | | |
|----------------------------------|--|--|---|--------------|-------------------------|--------------------|-----------------------------|---------------------|----------------------------------|-------------|--|--|--|---|-------|-------|
| Second Class | | | | | | April 1, 1902. | | | Second Class | | | | | | | |
| 1 Mixed Passenger and Freight | | | | | | STATIONS | | | 2 Mixed Passenger and Freight | | | | | | | |
| Leave Daily | | | | | | | | | Arrive Daily | | | | | | | |
| | | | | 10.25 PM | 115.3 | DN | MILFORD 12.6 | Fd | 258.0 | 6.45 AM | | | | | 11552 | W C Y |
| | | | f | 11.05 | 127.9 | | SMITH'S RANCH 10.1 | | 245.4 | f 5.55 | | | | | 2000 | |
| | | | s | 11.45 PM | 138.0 | | BLACK ROCK 5.9 | | 235.3 | s 5.10 | | | | | 1672 | W |
| | | | f | 12.15 AM | 148.9 | | PUMICE SPUR 11.3 | | 229.4 | f 4.30 | | | | | 263 | |
| | | | f | 1.10 | 155.2 | | BURNT CORRAL SPUR 9.7 | | 218.0 | f 3.45 | | | | | 1021 | |
| | | | f | 1.55 | 164.9 | | NEEL'S SPUR 4.6 | | 208.4 | f 3.05 | | | | | 531 | |
| | | | s | 2.35 | 169.5 | D | CLEAR LAKE 13.3 | Ck | 203.8 | s 2.35 | | | | | 3067 | |
| | | | s | 3.05 | 182.8 | D | OASIS 2.8 | Js | 190.5 | s 2.00 | | | | | 4046 | Y |
| | | | f | 3.10 | 185.6 | | WILCHENS SPUR 6.0 | | 187.7 | 1.43 | | | | | 352 | |
| | | | f | 3.28 | 191.6 | | RIVERSIDE SPUR 1.8 | | 181.7 | f 1.25 | | | | | 528 | W |
| | | | f | 3.34 | 193.4 | | EAST RIVERSIDE 11.0 | | 179.9 | f 1.20 | | | | | 1410 | |
| | | | f | 4.07 | 204.4 | | LEAMINGTON HILL SPUR 5.2 | | 168.9 | f 12.45 | | | | | 657 | |
| | | | s | 4.22 | 209.6 | | LEAMINGTON 4.8 | | 163.7 | s 12.25 | | | | | 2000 | |
| | | | f | 4.35 | 214.4 | | NO. 10 SWITCH 2.5 | | 158.9 | f 12.10 | | | | | 1520 | |
| | | | f | 4.41 | 216.9 | | CHURCH SPUR 8.5 | | 156.4 | f 12.02 AM | | | | | 396 | |
| | | | f | 5.06 | 225.4 | | MILLS 2.8 | | 147.9 | f 11.37 PM | | | | | 1142 | |
| | | | f | 5.13 | 228.2 | | MCCUNE SPUR 2.8 | | 145.1 | f 11.31 | | | | | 251 | |
| | | | | 5.19 | 231.0 | | CHICKEN CREEK SPUR 3.5 | | 142.3 | 11.25 | | | | | 353 | |
| | | | | 5.45 AM | 234.5 | DN | JUAB | Ja | 138.8 | 11.10 PM | | | | | 9008 | W C Y |
| | | | | Arrive Daily | | | | | | Leave Daily | | | | | | |

[7.20]

[119.2]

[7.85]

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.

Station Train Order Signal Lamps will not be kept burning after trains of the day have passed.

Utah Division—TINTIC BRANCH—Tintic and Lehi Junction.

| Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | | | Distance from Eureka | Time Table No. 20. | | Distance from Lehi Junction | SOUTHWARD | | | |
|---|--------------|-------------------------|---------------|--------------|-----------|----------------------|-------------------------------------|--------------|-----------------------------|-------------|-----------|-------------------------|--|
| | Second Class | | First Class | | | | April 1, 1902. | | | First Class | | Second Class | |
| | | | 19 | 53 | 51 | | | | | 52 | 54 | 20 | |
| | | | Local Freight | Passenger | Passenger | | | | | Passenger | Passenger | Local Freight | |
| | | Lv. Daily Ex. Sunday | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Ar. Daily Ex. Sunday | | | | |
| 789..... | | | | | 8.7 | | TINTIC..... | | 53.4 | | | | |
| 4017 Y | | | | | 5.2 | | 3.5 IRONTON..... | | 49.9 | | | | |
| 11290 W | | | 11.20AM | 3 00PM | 1.9 | | D..... EUREKA..... Rk | 55.1 | 11.15AM | 2.55PM | | | |
| | | | | | 1.9 | | 1.9 MAMMOTH JUNCTION..... | 53.2 | f 11.07 | f 2.47 | | | |
| 5471 | | | | | 1.9 | | D..... MAMMOTH..... Mo | 54.8 | s 11.00 | s 2.42 | | | |
| | | | | | 1.9 | | 0.8 R. G. W. CROSSING..... | 54.0 | | | | | |
| | | 8.40AM | f 11.25 | f 3.03 | 1.9 | | 0.8 MAMMOTH JUNCTION..... | 53.2 | f 10.52 | f 2.34 | | 7.40AM | |
| 1757 WY | | 9.30 | f 11.30AM | f 3.07 | 3.2 | | 1.3 SILVER CITY JUNCTION..... | 51.9 | f 10.48 | 2.30PM | | 7.20 | |
| 4017 Y | | 10.42 | | f 3.15 | 5.2 | | 2.0 IRONTON..... | 49.9 | s 10.42 | | | 7.00 | |
| 410 | | 11.20 | | f 3.25 | 10.6 | | 5.4 SHARP..... | 44.5 | f 10.32 | | | 6.35 | |
| 749 | | 11.40AM | | f 3.30 | 13.3 | | 2.7 DOREMUS..... | 41.8 | f 10.27 | | | 6.15 | |
| 200 | | | | | 16.4 | | 3.1 MAGINNES SPUR..... | 38.7 | | | | | |
| 422 | | 12.10PM | | f 3.40 | 19.3 | | 2.9 DEL MONTE..... | 35.8 | f 10.15 | | | 5.50 | |
| 2358 | | 12.30 | | f 3.46 | 22.7 | | 3.4 RUSH VALLEY..... | 32.4 | f 10.08 | | | 5.35 | |
| 1279 | | 1.10 | | f 4.01 | 31.6 | | 8.9 5 MILE PASS..... | 23.5 | f 9.52 | | | 4.59 | |
| 4027 | | 1.35 | | s 4.10 | 34.8 | | 3.2 D..... FAIRFIELD..... Fr | 20.3 | s 9.45 | | | 4.45 | |
| 1171 W | | 2.05 | | f 4.20 | 39.9 | | 5.1 CEDAR FORT..... | 15.2 | f 9.35 | | | 4.15 | |
| 1902 | | 2.30 | | 4.33 | 46.3 | | 6.4 REEVES..... | 8.8 | 9.22 | | | 3.50 | |
| 18522 OWCT | | 3.05PM | | 4.50PM | 55.1 | | 8.8 D..... LEHI JUNCTION..... Jn | | 9.05AM | | | 3.15AM | |
| | | Ar. Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | | Lv. Daily Ex. Sunday | |
| | | (6.25) | (.10) | (1.50) | | | (60.2) | | (2.10) | (.25) | | (4.25) | |

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.
 The line from Lehi Junction to Eureka will be known as the main line, and all switches must be set to main line.
 Station Train Order Signal Lamps will not be kept burning after trains for the day have passed.
Trains will be run on and governed by Oregon Short Line and Rio Grande Western Joint Time Table between R. G. W. Crossing and Mammoth.
 Trains will not be required to secure clearance card at Mammoth Jct.

Utah Division—SILVER CITY BRANCH.

Utah Division—NEW EAST TINTIC RY.

| Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | Distance from Northern Spy Mine. | Time Table No. 20. | | Distance from Silver City Junction. | SOUTHWARD | | Length of Sidings in feet and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | Distance from Mammoth. | Time Table No. 20. | | Distance from Mammoth Mine | SOUTHWARD | | | |
|---|-------------|---------------|----------------------------------|--------------------|-------------------------------|-------------------------------------|---------------|-----|---|----------------|----------------------------|------------------------------|--------------------|-----|----------------------------|-----------|--|--|--|
| | First Class | | | April 1, 1902. | | | First Class | | | April 1, 1902. | | | STATIONS | | | STATIONS | | | |
| | 51 | | | | | | 52 | | | | | | | | | | | | |
| | Passenger | | | | | | Passenger | | | | | | | | | | | | |
| | | Leave Daily. | | | STATIONS | | Arrive Daily. | | | | | | | | | | | | |
| 1050 | | | | 3.0 | D..... NORTHERN SPY MINE..... | 4.9 | | | 5471 | | .0 | D..... MAMMOTH..... No | 2.0 | | | | | | |
| 5358 | | 2.25PM | 3.0 | 0.5 | D..... SILVER CITY..... Sc | 1.9 | 11.35AM | | 316 | | 0.2 | MAMMOTH MILL SPUR..... | 1.8 | | | | | | |
| | | | 3.5 | 1.4 | R. G. W. CROSSING..... | 1.4 | | 361 | | 0.6 | MAMMOTH ORE BINS SPUR..... | 1.4 | | | | | | | |
| 1757 Y | | 2.30PM | 4.9 | 1.4 | SILVER CITY JUNCTION..... | | 11.30AM | | 201 | | 0.8 | FARREL'S SPUR..... | 1.2 | | | | | | |
| | | Arrive Daily. | | | | | Leave Daily. | | 1421 | | 1.7 | MAM. MINE ORE BINS SPUR..... | 0.3 | | | | | | |
| | | (.05) | | (4.9) | | | (4.05) | | 612 | | 2.0 | MAMMOTH MINE..... | .0 | | | | | | |
| | | | | | | | | | | | | | | 2.0 | | | | | |

Utah Division—GARFIELD BRANCH—Terminus and Salt Lake City.

| Length of sidings in feet and Location of Scales, Water, Coal and Turning Stations. | NORTHWARD | | | | | Distance from Terminus | Time Table No. 20. | | Distance from Salt Lake City | SOUTHWARD | | | | | | | | | | |
|---|-----------|--|--|--|--|------------------------|-------------------------|-------------------------|------------------------------|-------------------------|--------|--|--|--|--|--|--|--|--|--|
| | | | | | | | April 1, 1902. | | | | | | | | | | | | | |
| | | | | | | | STATIONS. | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2922 C Y | | | | | | | 3 00PM | TERMINUS 2.6 | 37.0 | 10.00AM | | | | | | | | | | |
| 186 | | | | | | | | PAUL SPUR 3.8 | 34.4 | | | | | | | | | | | |
| 1161 | | | | | | | 3.25 | TOOELE 3.6 | 6.4 | 9.30 | | | | | | | | | | |
| 404 W | | | | | | | | ERDA 3.1 | 10.0 | | | | | | | | | | | |
| 207 | | | | | | | 3.55 | HALF-WAY HOUSE 2.8 | 13.1 | 9.05 | | | | | | | | | | |
| | | | | | | | | WEIR SPUR 1.1 | | | | | | | | | | | | |
| 2067 W Y | | | | | | | 4.05 | LAKE POINT 1.8 | 17.0 | 8.50 | | | | | | | | | | |
| 2527 | | | | | | | 4.10 | GARFIELD BEACH 3.6 | 18.8 | 8.45 | | | | | | | | | | |
| 636 | | | | | | | 4.20 | SALTAIR JUNCTION 2.6 | 22.4 | 8.33 | | | | | | | | | | |
| | | | | | | | | CHAMBERS 2.8 | 25.0 | | | | | | | | | | | |
| 1200 | | | | | | | 4.32 | JORDAN 3.0 | 27.8 | 8.16 | | | | | | | | | | |
| | | | | | | | | EL DORADO 1.8 | 30.8 | | | | | | | | | | | |
| | | | | | | | | GARDEN CITY 0.9 | 32.6 | | | | | | | | | | | |
| 2540 | | | | | | | 4.45 | BUENA VISTA 3.5 | 33.5 | 7.58 | | | | | | | | | | |
| 7459 W Y C | | | | | | | 5.00PM | D. SALT LAKE CITY D | 37.0 | 7.45AM | | | | | | | | | | |
| | | | | | | | Ar. Daily Ex. Sunday | | | Lv. Daily Ex. Sunday | | | | | | | | | | |
| | | | | | | | (2.00) | | (37.0) | | (2.15) | | | | | | | | | |

North-bound Trains will have absolute right to the track over South-bound Trains of the same or inferior class. See Rule 81.

On approaching the Salt Lake & Los Angeles Railway and Rio Grande Western Railway Crossings in Salt Lake City, Engineers will sound the railroad crossing signal and trains must be brought to a full stop not nearer than 100 feet from the crossing.

Trains will not be required to secure clearance card at Terminus.

Utah Division—FRISCO BRANCH.

| Length of sidings in feet, and Location of Scales, Water, Coal and Turning stations | NORTHWARD. | | Distance from Milford. | Time Table No. 20. | | Distance from Frisco. | SOUTHWARD. | |
|---|------------|------------|------------------------|--------------------|---------------|-----------------------|------------|--|
| | 41 | | | April 1, 1902. | | | 42 | |
| | Mixed. | | | STATIONS. | | | Mixed. | |
| | | | | | | | | |
| | | | | | | | | |
| 7,949 Y | | 8.05PM | | D..... | FRISCO 6.1 | 16.9 | 9.25AM | |
| 3,710 | | | 6.1 | | SOLUS 10.8 | 10.8 | | |
| | | 9.10PM | 16.9 | D..... | MILFORD | | 8.15AM | |
| | | Arr. Daily | | | (16.9) | | Lv. Daily | |
| | | | (1.05) | | | | (1.10) | |

Utah Division—SALTAIR BRANCH.

| Length of sidings in feet, and Location of Scales, Water, Coal and Turning stations. | NORTHWARD. | | Distance from Saltair Junction | Time Table No. 20. | | Distance from Saltair | SOUTHWARD. | |
|--|------------|--|--------------------------------|--------------------|------------------|-----------------------|------------|--|
| | 42 | | | April 1, 1902. | | | 42 | |
| | Mixed. | | | STATIONS. | | | Mixed. | |
| | | | | | | | | |
| 14,000 | | | 2.5 | | SALTAIR 2.5 | | | |
| 636 Y | | | | | SALTAIR JUNCTION | 2.5 | | |
| | | | (2.5) | | | | | |

Oregon Short Line Railroad Company.

GENERAL NOTICE.

To enter or remain in the service is an assurance of willingness to obey the rules.

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, capacity must be shown for greater responsibility.

Employes, in accepting employment, assume its risks. Each employe is expected and required to look after and be responsible for his own safety, as well as to exercise care to avoid injury to others.

RULES GOVERNING THE MOVEMENT OF TRAINS.

DEFINITIONS.

TRAIN.—An engine, or more than one engine coupled, with or without cars, displaying Markers.

REGULAR TRAIN.—A train represented on the Time-table. It may consist of Sections.

SECTION.—One of two or more trains running on the same schedule, displaying signals or for which signals are displayed.

EXTRA TRAIN.—A train not represented on the Time-table. It may be designated as—

Extra—for any extra train, except work extra;
Work extra—for work train extra.

SUPERIOR TRAIN.—A train having precedence over other trains.

A train may be made superior to another train by **RIGHT, CLASS OR DIRECTION.**

RIGHT is conferred by train order; **CLASS** and **DIRECTION** by time-table.

RIGHT is superior to **CLASS** or **DIRECTION.** **DIRECTION** is superior as between trains of the same class.

TRAIN OF SUPERIOR RIGHT.—A train given precedence by train order.

TRAIN OF SUPERIOR CLASS.—A train given precedence by time-table.

TRAIN OF SUPERIOR DIRECTION.—A train given precedence in the direction specified in the Time-table, as between trains of the same class.

TIME-TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains, with special instructions relating thereto.

SCHEDULE.—That part of a Time-table which prescribes the class, direction, number and movement of a regular train.

SINGLE TRACK.—A track upon which trains are operated in both directions by Time-table or by train orders.

SIDING.—An auxiliary track for meeting or passing trains.

YARD.—A system of tracks within defined limits provided for the making up of trains, storing of cars

and other purposes, over which movements, not authorized by Time-table or by train order, may be made, subject to prescribed signals and regulations.

YARD ENGINE.—An engine assigned to yard service and working within yard limits.

PILOT.—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or running rules of the road, or portion of the road, over which the train is to be moved.

FIXED SIGNAL.—A signal of fixed location, indicating a condition affecting the movement of a train.

STANDARD TIME.

1. Standard Time obtained from United States Naval Observatory, Washington, D. C., will be telegraphed to all points from designated offices at 10:00 a. m., Mountain time, daily.

2. Watches that have been examined and certified to by a designated inspector must be used by conductors, enginemen, train baggagemen, flagmen, brakemen, train porters, firemen, yard masters, engine foremen, agents, operators and such other employes as may be designated by rule or special instructions. The certificate in prescribed form must be renewed and filed with Superintendent every three months.

(Form of Certificate.)

CERTIFICATE OF WATCH INSPECTOR.

This is to certify that on.....19....
the watch of
employed as.....
on the Oregon Short Line R. R., was examined by me.
It is correct and reliable, and in my judgment will,
with proper care, run within a variation of thirty
seconds per week.
Name of maker.....
Brand.....
Number of movement.....
Open or hunting case.....
Metal of case.....
Stem or key winding.....

Signed,

Inspector.

Address.....

Standard
time.

Watch
examina-
tion.

Watch
certifi-
cate.

Compare
before
starting.

When
not
having
access.

Super-
sedes pre-
ceding
Time-
table.

New
trains on
new
Time-
table.

Notice of
and
receipt
for new
Time-
table.

When
absent
six days.

Arriving
and leav-
ing time.

Full-
faced
type.

3. Watches of conductors and enginemen must be compared, before starting on each trip, with a clock designated as a Standard Clock. The time when watches are compared must be registered on a prescribed form.

3. (A). Conductors and enginemen who have not access to a Standard Clock must compare watches daily with those of conductors and enginemen who have Standard Time.

TIME-TABLES.

4. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table. A train of the preceding Time-table shall retain its train orders and take the schedule of the train of the same number on the new Time-table.

A train of the new Time-table which has not the same number on the preceding Time-table shall not run on any district until it is due to start from its initial point, on that district, after the Time-table takes effect.

4. (A). Notice of new Time-table must be bulletined at least twenty-four hours prior to its taking effect; for six days thereafter Superintendent must, by train order, require each conductor and engineman to acknowledge receipt of new Time-table.

Before starting on any district upon which they have not been running, or when absent for six days or over, train and enginemen must inquire for and know that they have the current Time-tables and Supplements.

5. Not more than two times are given for a train at any point; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

Schedule meeting or passing points are indicated by figures in **full-faced type.**

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

Where there are one or more trains to meet or pass a train between two times, or more than one train

to meet a train at any point, attention is called to it by a dash under the figures thus: **5.45**.

Signs and characters.

6. The following signs, when placed before the figures of the schedule, indicate:

- "s"—regular stop.
- "f"—flag stop to receive or discharge passengers or freight.
- "M"—stop for meals.
- "Lv."—leave.
- "Ar."—arrive.
- "DN"—day and night telegraph office.
- "D"—day telegraph office.
- "N"—night telegraph office.
- "R"—Register.
- "W"—water station.
- "C"—coaling station.
- "T"—turntable.
- "Y"—wye.
- "O"—track scales.

SIGNAL RULES.

Signal supplies.

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

Flags and lamps.

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

Night signals.

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS.

Color signals.

| COLOR. | INDICATION. |
|---------------------|---|
| (a) Red. | Stop. |
| (b) Green. | Proceed, and for other uses prescribed by the Rules. |
| (c) Green and Red. | Proceed with caution, and for other uses prescribed by the Rules. |
| (d) Green and White | Flag stop. See Rule 28. |
| (e) Blue. | See Rule 26. |

Fuseses.


11. A fusee on or near the track, burning red must not be passed until burned out. When burning green it is a caution signal.

Must not place on bridges, etc.

11. (A). Fusees must not be placed on bridges, highway crossings or at places where fire can be communicated to platforms or buildings.

Hand, flag and lamp signals.

12. HAND, FLAG AND LAMP SIGNALS.

| MANNER OF USING. | INDICATION. |
|-----------------------------|---|
| (a) Swung across the track. | Stop.  |

MANNER OF USING.

INDICATION.

(b) Raised and lowered vertically.

Proceed.



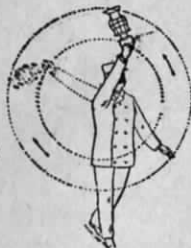
(c) Swung vertically in a circle across the track when the train is standing.

Back.



(d) Swung vertically in a circle at arm's length across the track, when the train is running.

Train has Parted



(e) Swung horizontally in a circle, when the train is standing.

Apply Air Brakes



(f) Held at arm's length above the head, when train is standing.

Release Air Brakes.



Stop signal.

13. Any object waved violently by any one on or near the track is a signal to stop.

AUDIBLE SIGNALS.

ENGINE STEAM WHISTLE SIGNALS.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

| SOUND. | INDICATION. |
|-------------|--|
| (a) o | Stop. Apply brakes. |
| (b) — | Release brakes. |
| (c) o o o | Flagman go back and protect rear of train. |
| (d) — — — — | Flagman return from west. |
| (e) — — — — | Flagman return from east. |

SOUND.

INDICATION.

(f) — — — —

When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d).

(g) o o

Answer to any signal not otherwise provided for.

(h) o o o

When train is standing, back. Answer to 12 (c) and 16 (c).

(j) o o o o

Call for signals.

(k) — o o

To call the attention of trains of the same or inferior class to signal displayed for a following section.

(l) — — — o o

Approaching public crossings at grade.

(m) — — — —

Approaching stations, junctions, railroad crossings at grade, tunnels or snow sheds, and where view is obstructed.

(n) o o o o o o

Air brake sticking.

A succession of short sounds of the whistle is an alarm for persons or stock on the track, and calls the attention of trainmen to danger ahead.

Failure to answer whistle signals.

14. (A). Should a train fail to answer whistle signals as provided in 14 (k), the train displaying the signals will stop at once and personally notify them, and will report all such failures.

Torpedo signals.

15. The explosion of one torpedo is a signal to stop; the explosion of two, not more than two rail lengths apart, is a signal to reduce speed and look out for a stop signal.

Must not place near stations.

15. (A). Torpedoes must not be placed near stations or road crossings where persons are liable to be injured by them.

Air whistle or bell cord signals.

16. AIR-WHISTLE OR BELL-CORD SIGNALS.

| SOUND. | INDICATION. |
|------------|--|
| (a) Two. | When train is standing, start. |
| (b) Two. | When train is running, stop at once. |
| (c) Three. | When train is standing, back the train. |
| (d) Three. | When train is running, stop at next station. |
| (e) Four. | When train is standing, apply or release air brakes. |
| (f) Four. | When train is running, reduce speed. |
| (g) Five. | When train is standing, call in flagman. |
| (h) Five. | When train is running, increase speed. |

TRAIN SIGNALS.

Head-lights.

17. The head-light will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junction points.

Head-light on yard engines.

18. Yard engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear, two white lights must

be displayed. Yard engines will not display markers.

Markers. 19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag; by night, a green light to the front and side, and a red light to the rear, except when the train turns out to be passed by another and is clear of main track, when a green light must be displayed to the front, side and to rear.

Green flags and lights. 20. All sections of a train, except the last, will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

White flags and lights. 21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

Two or more engines coupled. 22. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 20 and 21, except that helping engines will duplicate signals of the engine they doublehead. Whistle signals will be sounded by the leading engine.

Proper display of signals. 23. One flag or light, displayed where in Rules 19, 20 and 21 two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

Light on leading car at night. 24. When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

Communicating signal appliance. 25. Each car on a passenger train must be connected with the engine by a communicating-signal appliance.

Blue flag and light. 26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

Imperfect signal. 27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

Combined green and white signal. 28. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

Acknowledging signal. 29. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as provided in Rule 14 (g).

Engine bell. 30. The engine-bell must be rung when an engine is about to move.

Road crossings and whistling posts. 31. The engine-bell must be rung on approaching every station, public road crossing at grade, tunnels and snow sheds, and until they are passed; and the whistle must be sounded at all whistling-posts.

Unnecessary use prohibited.

Watchmen.

Superiority.

Direction

Twelve hours behind schedule.

Initial station.

Without train order or clearance. Overdue trains.

Proper signal.

Signal to proceed.

Clear superior train.

Failure to clear main track.

Clear trains of same class at meeting points.

Clear superior train ten minutes at meeting points.

Stop at meeting or passing points.

32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains, and green signals for other purposes.

CLASSIFICATION OF TRAINS.

81. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains of whatever class.

All trains in the direction specified in the Timetable are superior to trains of the same class in the opposite direction.

82. Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

MOVEMENT OF TRAINS.

83. A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

83. (A). A train must not leave its initial station on any district, without a train order, or Clearance Card, Form 2643.

84. A train leaving its initial station on each district, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in Rule 91.

85. A train must not start until the proper signal is given.

85. (A). On freight trains, after caboose has passed a station, conductor, if everything is all right, will signal engineman to proceed; this will be answered by 14 (g).

86. An inferior train must keep out of the way of a superior train.

87. A train failing to clear the main track by the time required by rule, must be protected as provided in Rule 99.

88. At meeting points between trains of the same class, the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as per Rule 99, unless otherwise provided.

89. At meeting points between trains of different classes, the inferior train must take the siding and clear the superior train at least ten minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as per Rule 99, unless otherwise provided.

An inferior train must keep at least ten minutes off the time of a superior train in the same direction.

90. Trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding.

Approach sidings carefully.

Keep ten minutes apart.

Responsibility for collision.

Yard limits.

Must not arrive or leave ahead of time.

Speed of trains hauling disconnected or disabled engines, etc.

Regular train delayed.

Disabled train.

Must not display signals.

Take down signals.

When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

91. Trains in the same direction must keep at least ten minutes apart, except in closing up at stations or at meeting and passing points.

91. (A). At meeting and passing points the responsibility for a collision rests with the following train; but it must be distinctly understood that this does not relieve the forward train from protecting itself.

91. (B). Within defined yard limits, trains must proceed under control.

92. A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

92. (A). The movement of "dead" engines requires that great care be exercised to avoid damage to track and bridges. When practicable, they should have side rods in proper position, and in no case will they be forwarded until after thorough understanding between the Superintendent and Master Mechanic, and always in charge of a competent man, who must frequently advise the conductor as to their condition.

Yardmasters and train dispatchers will not permit such engines to be forwarded until instructed by the Superintendent.

Under no circumstances will conductors or engine-men exceed the speed prescribed below:

Disconnected or "dead" engines without rods, 15 miles per hour.

With side rods in place, 20 miles per hour.

Under steam or otherwise, with one main rod disconnected, 25 miles per hour.

Six-wheel yard engines hauled in trains, or under steam in service, 18 miles per hour.

When handled in freight trains: steam shovels, rotary snow excavators, derricks, pile drivers, gun truck cars, and cars upon which are loaded heavy or long girders, or other heavy freight, must be moved at a speed that is perfectly safe.

93. A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

94. A train which overtakes a superior train or a train of the same class so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the Superintendent. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and proceed to and report from the next open telegraph office.

95. A train must not display signals for a following section, nor an extra train be run, without orders from the Superintendent.

96. When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision,

arrange with the operator, or if there be no operator, with the switchtender, or in the absence of both, with a flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point that the section for which the signals were displayed has not arrived.

Work extras. Under control.

97. Work extras will be assigned working limits.
98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

Branch trains clear main line at junction points.

98. (A). Branch trains must clear the main line immediately on arrival at junction station, pulling in on branch track at initial switch. In the opposite direction, must not occupy main line until after station work is done and they are ready to leave. Protect as per Rule 99, against main line trains while doing work at junction stations.

Protecting trains.

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals; at a point one-fourth of a mile (nine telegraph poles) from the rear of his train, he must place one torpedo on the rail, then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail, two rail lengths apart, when he may return to a point one-fourth of a mile from the rear of his train and must remain there until relieved, or recalled by the whistle of his engine. When he returns to his train he will remove the single torpedo.

Red fusee.

By night, or when the view is obstructed by fog or otherwise, flagman must place a red fusee on the track to assist in protecting his train while returning.

When flagman recalled.

When a flagman is recalled and there is not a clear view for one-fourth of a mile in rear of train, the train must start immediately on sounding of the whistle recalling the flagman, and be moved ahead, until it reaches a point where the view is clear for one-fourth of a mile.

Time of greatest danger.

The flagman must bear in mind that the time of greatest danger is when he is returning to his train. He must be attentive, and should he see or hear a train approaching, must remain and make every effort to stop it in time to prevent accident. In foggy or stormy weather, and in the vicinity of curves or on descending grades, the distance and number of cautionary signals must be increased.

Protect front of train.

The front of a train must be protected in the same way, when necessary, by the front brakeman. If the front brakeman is unable to go, the fireman must go in his place.

Obtain explanation.

When a train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

Take place of flagman.

100. When the flagman goes back to protect the rear of his train, the conductor must, in the case of passenger trains, and the next brakeman or the conductor, in the case of other trains, take the flagman's place on the train.

Train parting while in motion.

101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

Sidetrack front portion.

The front portion will then go back, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

Flagman on leading car when pushing cars.

101. (A). Under circumstances where the front portion can be side-tracked, it should be done, and the engine return light for the detached portion.

Instructions in writing.

102. When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

Bulletin instructions.

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

Responsibility for switches.

103. (A). Special instructions will be posted in bulletin books provided for that purpose at designated points. Conductors and enginemen must examine all bulletins before starting on each trip and acknowledge notice by signing their names in the place provided therefor.

At meeting and passing points.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

104. (A). At meeting and passing points, or when trains are standing at the end of double track for expected trains, the employe attending the switch, will, after locking it for the track to be used by the expected train, take position on opposite side of track from the switch-stand and remain there until the entire train or trains have passed, and carefully observe the signals displayed by such trains.

Employes must get on or off train or engine on opposite side from switch (except when running ahead to open switch, or catching train after closing switch).

Keep to the right. Enginemen responsible.

Where there are parallel passing sidings, trains using them must keep to the right.

104. (B). When a train backs in on a siding to be met or passed by another train, the engineman, when engine is in to clear, must see that the switch is set for the main track. Enginemen must know that switches are properly set before they pull in or out of sidings.

Conductors and enginemen responsible. Approach stations carefully where trains are receiving or discharging pass'grs.

105. Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

105. (A). When passenger trains are receiving or discharging passengers at stations on double track, or at points where they meet or pass other trains, all trains must approach under control, and trainmen and station employes must make every effort to

keep persons off the track and warn them of the danger of attempting to cross in front of a moving train.

Report accidents, detentions, defective track, bridges, etc.

105. (B). Accidents, detentions, shortage in supply of water or fuel, defects in track or bridges, fires, rapidly rising or swollen streams, sliding embankments or cuts, and heavy rain or snow liable to cause accident or obstruction, must be promptly reported to the Superintendent.

Safe course.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

DOUBLE TRACK.

Keep to the right.

150. On double track, trains will keep to the right.

Occupying tracks used by trains in opposite direction.

151. When a train crosses from one main track to another, or occupies a track which is used by trains in the opposite direction, the movement must be protected as per Rule 99.

Run carefully on opposing track.

152. When a track is used by trains in the opposite direction, enginemen must keep a sharp lookout for track and bridgemen, and approach all stations under control, expecting to find track occupied by trains unprotected.

Work extras protect in one direction only.

153. Work extras will protect only against west-bound trains on west-bound track and against east-bound trains on east-bound track, unless directed by order to protect in both directions.

MOVEMENT BY TRAIN ORDERS.

By whom issued.

201. For movements not provided for by Time-table, train orders will be issued by authority and over the signature of the Superintendent. They must contain neither information nor instructions not essential to such movements.

Brief and clear.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

Same words to all. Numbered consecutively.

202. Each train order must be given in the same words to all persons or trains addressed.

203. Train orders will be numbered consecutively each day, beginning with No. 1 at midnight.

Address

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to any one who acts as its pilot. A copy for each person addressed must be supplied by the operator.

Train order book.

205. Each train order must be written in full in a book provided for that purpose at the office of the Superintendent; and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once, and never from memory or memoranda.

How designated.

206. Regular trains will be designated in train orders by their numbers, as "No 10," or "2d No 10," adding engine numbers when necessary to further identify trains; extra trains by engine numbers, as "Extra 798," with the direction when necessary, as

"East" or "West." Other numbers and time will be stated in figures only.

NOTE—Figures must not be run together, surrounded by brackets, circles, or other characters, but appear plainly with accompanying marks.

Use of "31" or "19" signal.

207. To transmit a train order, the signal "31" or the signal "19" must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 copy 5," or "19 copy 2."

When sent to two or more offices.

208. A train order, to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

Manifold copies.

209. Operators receiving train orders must write them in manifold during transmission and if they cannot at one writing make the requisite number of copies, must trace others from one of the copies first made.

Repeating "31" order.

210. When a "31" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Sign order and delivery.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete," and the time, with the initials of the Superintendent, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by the conductor.

Repeating "19" order and delivery.

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the Superintendent, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature.

NOTE—"19" train order must not be sent to a train, the superiority of which is thereby restricted, unless the order is first issued to the operator at the meeting point.

Acknowledged without repeating.

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X; (Number of Train Order) to (Train Number)," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

"Complete" to superior train.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

Treated as holding order.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

Void if line fails.

If the line fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

Operator's copy.

215. The operator who receives and delivers a train order must preserve the lowest copy.

Delivered at dispatcher's office.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other points.

Delivery of orders at a point not a telegraph station.

Such orders shall be first written in manifold so as to leave an impression in the record book, from which transmission shall be made.

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to

"C. and E. — (at —), care of —," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signature of the conductor and engineman of the superior train has been sent to the train dispatcher.

All sections included.

218. When a train is named in a train order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

Must not repeat orders when train has passed train-order signal.

219. Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

In effect until annulled.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for a regular train become void when such train loses both right and class as provided by Rules 4 and 82, or is annulled.

Train-order signal.

221. A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," he must immediately display the "stop-signal" and then reply "stop displayed;" and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card (Form 2613).

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the Superintendent from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal, and "proceed" when in an inclined position.

"OS" trains.

222. Operators will promptly record and report to the train dispatcher the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report it when so directed.

Signs and abbreviations.

223. The following signs and abbreviations may be used:

Initials for signature of the Superintendent. Such office and other signals as are arranged by the Superintendent.

C & E—for Conductor and Engineman.

X—Train will be held until order is made "complete."

Com—for Complete.

O S—Train Report.

No—for Number.

Eng—for Engine.

Sec—for Section.

Psgr—for Passenger.

Frt—for Freight.

Mins—for Minutes.

Jet—for Junction.

Dispr—for Train Dispatcher.

Opr—for Operator.

31 or 19—to clear the line for Train Orders, and for Operators to ask for Train Orders.

S D—for "Stop Displayed."

The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS.

Form A. Fixing Meeting Points for Opposing Trains.

EXAMPLES.

(1) No 1 will meet No 2 at Bombay.

No 3 will meet 2d No 4 at Siam.

No 5 will meet Extra 95 at Hong Kong.

Extra 652 East will meet Extra 231 West at Yokohama.

- (2) *No 1 will meet No 2 at Bombay 2d No 4 at Siam and Extra 95 at Hong Kong.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the Rules.

Form B. Directing a Train to Pass or Run Ahead of Another Train.

EXAMPLES.

- (1) *No 1 will pass No 3 at Khartoum.*
(3) *Extra 594 will run ahead of No 6 Bengal to Madras.*
(4) *No 1 will pass No 3 at Khartoum and run ahead of No 7 Madras to Bengal.*

When under (1) a train is to pass another both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (3), the second-named train must not exceed the speed of the first-named train between the points designated.

Form C. Giving a Train the Right Over an Opposing Train.

EXAMPLES.

- (1) *No 1 has right over No 2 Mecca to Mirbat.*
(2) *Extra 37 has right over No 3 Natal to Rattlam.*

This order gives the train first named the right over the other train between the points named.

If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the Rules.

If the second-named train, before meeting, reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived.

When the extra train has reached the point last named, the order is fulfilled.

The following modification of this form of order will be applicable for giving a work extra the right over all trains in case of emergency.

EXAMPLE.

- (3) *Work extra 275 has right over all trains between Stockholm and Edinburgh from 7 p m to 12 midnight.*

This gives the work extra the exclusive right between the points designated between the times named.

Form D—Giving Regular Trains the Right Over a Given Train.

EXAMPLE.

Regular trains have right over No 1 between Moscow and Berlin.

This order gives to regular trains receiving it the right over the train named in the order, and the latter must clear the schedule times of all regular trains, as if it were an extra.

Form E. Time Orders.

EXAMPLES.

- (1) *No 1 will run 20 min late Joppa to Mainz.*
(2) *No 1 will run 20 min late Joppa to Mainz and 15 min late Mainz to Muscat etc.*
(3) *No 1 will wait at Muscat until 10 a m for No 2.*

(1) and (2) make the schedule time of the train named, between the points mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under (3), the train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, as before required to run with respect to the regular schedule time of the train first named.

Form F. For Sections.

EXAMPLES.

Eng 20 will display signals and run as 1st No 1 London to Paris.

No 1 will display signals London to Dover for Eng 85.

2d No 1 will display signals London to Dover for Eng 90.

This form may be modified as follows:

Engs 70 85 and 90 will run as 1st 2d and 3d No 1.

Engs 70 85 and 90 will run as 1st 2d and 3d No 1 London to Dover.

Under these examples the engine last named will not display signals.

For annulling a section.

Eng 85 is annulled as 2d No 1 from Chatham.

If there are other sections following, add:

Following sections will change numbers accordingly.

The character of a train for which signals are displayed may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

Form G. Extra Trains.

EXAMPLES.

- (1) *Eng 99 will run extra Berber to Gaza.*
(2) *Eng 99 will run extra Berber to Gaza and return to Cabul.*

A train receiving this order is not required to protect itself against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

(3) *Eng 77 will run extra leaving Turin on Thursday Feb 17th as follows with right over all trains.*

Leave Turin 11 30 p m

" Pekin 12 25 a m

" Canton 1 47 a m

Arrive Rome 2 22 a m

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra ten minutes.

Form H. Work Extra.

EXAMPLES.

(1) *Work extra 292 will work 7 a m until 6 p m between Berne and Turin.*

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(a) *Work extra 292 will run Berne to Turin and work 7 a m until 6 p m between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra shall be authorized to run over that part of the track without provision for passing the work extra.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

(b) *And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2 10 p m.*

In this case, extra 223 must not pass the northernmost station before 2 10 p. m., at which time the work extra must be out of the way, or protected (as the order may require) between those points.

When the movement of an extra over the working limits cannot be anticipated by these or other orders to the work extra, an order must be given to such extra, to protect itself against the work extra, in the following form:

(c) *Extra 76 will protect against work extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words:

(d) *protecting itself.*

A train receiving this order must, whether standing or moving, protect itself within the working limits in both directions in the manner provided in Rule 99.

Whenever an extra is given orders to run over working limits it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(e.) *Work extra 292 will protect against No 55 between Berne and Turin.*

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it as provided in Rule 99.

The regular train receiving this order must run, expecting to find the work extra protecting itself within the limits named.

Form J. Holding Order.

EXAMPLES.

- (1.) *Hold No 2 at Berlin.*
- (2.) *Hold all eastbound trains at Berlin.*

This order will be addressed to the operator and acknowledged in the usual manner. It must be respected by conductors and enginemen of trains thereby directed to be held as if addressed to them.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

"_____ may go."

Form J will only be used when necessary to hold trains until orders can be given, or in case of emergency.

Form K. Annuling a Regular Train.

EXAMPLES.

- (1.) *No 1 of Feb 29th is annulled Alaska to Halifax.*
- (2.) *No 3 due to leave Naples Saturday Feb 29th is annulled Alaska to Halifax.*

The train annulled loses both right and class between the points named and must not be restored under its original number between those points.

Form L. Annuling an Order.

"Order No _____ is annulled."

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No _____.

EXAMPLE.

Order No 10 is annulled.

An order that has been annulled must not be reissued under its original number.

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it and the required response made, before the order is sent for other trains.

Form M. Annuling Part of an Order.

EXAMPLE.

That part of Order No 10 reading No 1 will meet No 2 at Sparta is annulled

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

Form P. Superseding an Order or a Part of an Order.

This order will be given by adding to prescribed forms, the words "instead of _____."

EXAMPLES.

- (1.) *No 1 will meet No 2 at Hong Kong instead of Bombay.*
- (2.) *No 1 has right over No 2 Mecca to Medina instead of Mirbat.*
- (3.) *No 1 will display signals for Eng 85 As-trakhan to Teheran instead of Cabul.*

An order that has been superseded must not be reissued under its original number.

In the address of a superseding order, the train first named must be that to which right was given by the order superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made before the order is sent for other trains.

Form 2643.

OREGON SHORT LINE RAILROAD COMPANY.

CLEARANCE CARD.

Dover, _____ 9 15 A. M. _____ March 25, 190_____

Conductor and Engineman No. 12 _____

I have no (further) orders for your train.

This does not interfere with or countermand any orders you may have received.

John Jones, _____ Operator.

Conductor and Engineman must each have a copy, and see that their train is correctly designated in the above form.

(To be printed on yellow paper.)

FORM 19 OREGON SHORT LINE RAILROAD CO. FORM 19

Train Order No. 10 _____ March 27, 190_____

To _____

At _____ Station. X (Initials) Opr.; 1 45 A. M.

Conductor and Engineman must each have a copy of this order.

Made Complete Time 2 16 P. M. Black, Opr.

(To be printed on yellow, manifold paper.)

FORM 31 OREGON SHORT LINE RAILROAD CO. FORM 31

Train Order No. 10 _____ March 27, 190_____

To _____

At _____ Station. X (Initials) Opr.; 1 45 A. M.

Conductor and Engineman must each have a copy of this order.

Repeated at _____ 2 20 A. M.

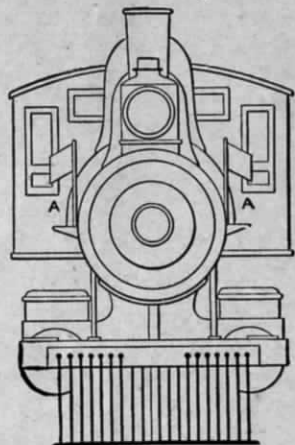
| CONDUCTOR | TRAIN | MADE | AT | RECEIVED BY |
|-----------|-------|----------|------------|-------------|
| Jones, | 45 | Complete | 2 20 A. M. | Black, |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

(To be printed on white, manifold paper.)

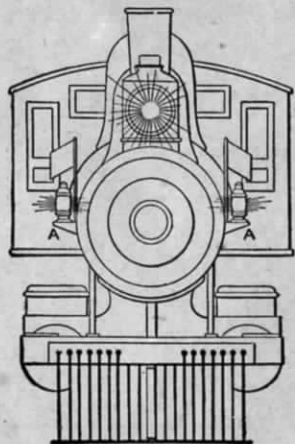
NOTES.

The diagrams are intended to illustrate the general location of the train signals not the exact manner in which they are to be attached.

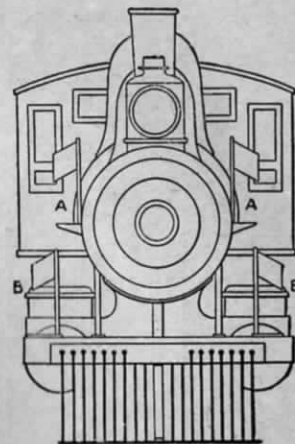
Combination lamps with four illuminated colored faces are represented in the diagrams.



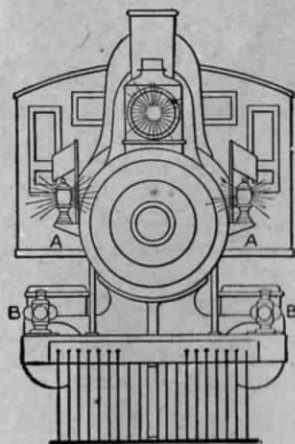
Locomotive Running Forward by Day as an Extra Train.
White flags at A A. See Rule 21.



Locomotive Running Forward by Night as an Extra Train.
White lights and white flags at A A. See Rule 21.

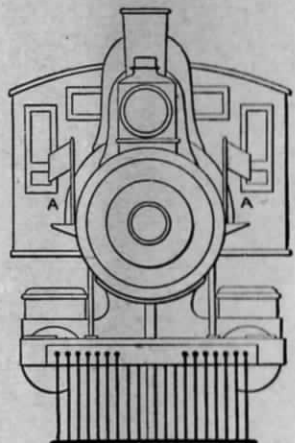


Locomotive Running Backward by Day, as an Extra Train, without Cars or at the Rear of a Train Pushing Cars.
White flags at A A. See Rule 21.
Green flags at B B, as markers. See Rule 19.



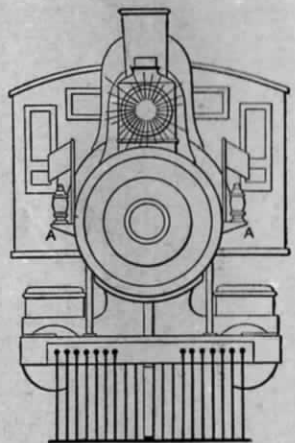
Locomotive Running Backward by Night as an Extra Train, without Cars or at the Rear of a Train Pushing Cars.

White lights and white flags at A A. See Rule 21.
Lights at B B, as markers, showing green at side and in direction locomotive is moving and red in opposite direction. See Rule 19.



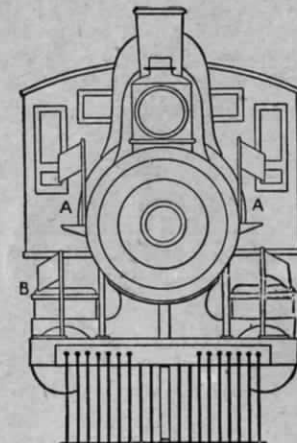
Locomotive Running Forward by Day, Displaying Signals for a Following Section.

Green flags, A A. See Rule 20.



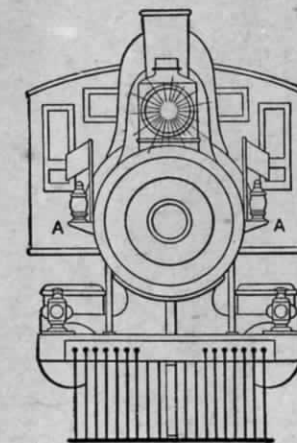
Locomotive Running Forward at Night, Displaying Signals for a Following Section.

Green lights and green flags at A A. See Rule 20.



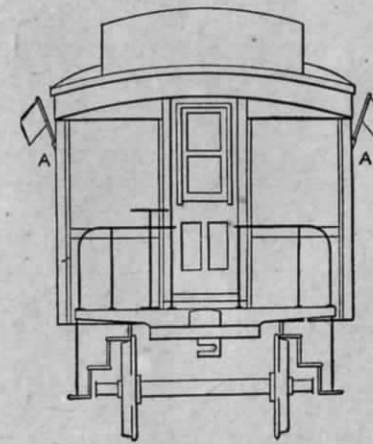
Locomotive Running Backward by Day, without Cars or at the Rear of a Train Pushing Cars, and Displaying Signals for a Following Section.

Green flags at A A. See Rule 20.
Green flags at B B, as markers. See Rule 19.



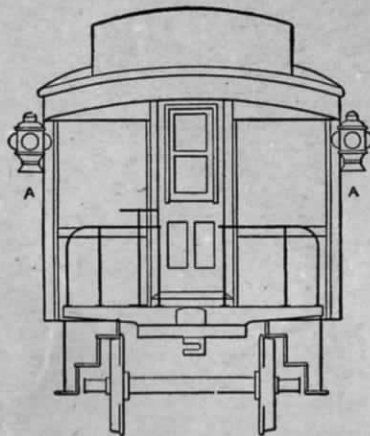
Locomotive Running Backward by Night, without Cars or at the Rear of a Train Pushing Cars, and Displaying Signals for a Following Section.

Green lights and green flags at A A. See Rule 20.
Lights at B B, as markers, showing green at side and in direction locomotive is moving and red in opposite direction. See Rule 19.



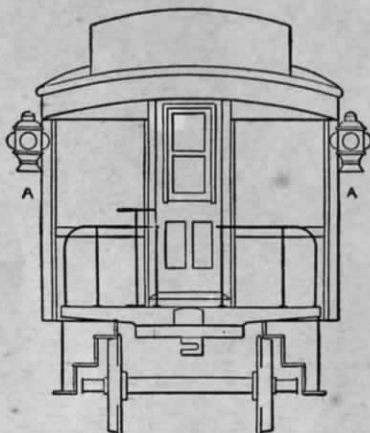
Rear of Train by Day.

Green flags at A A, as markers. See Rule 19.



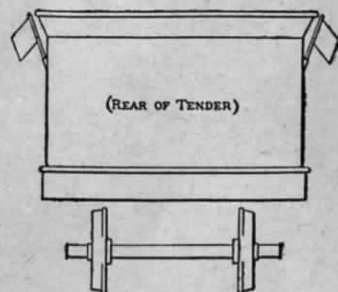
Rear of a Train by Night while Running.

Lights at A A, as markers, showing green toward locomotive and side and red to rear. See Rule 19.



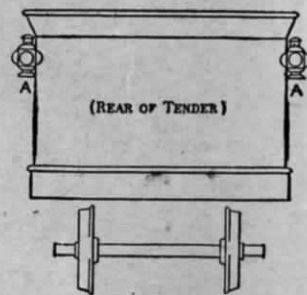
Rear of Train by Night when on Siding to be Passed by Another Train.

Lights at A A, as markers, showing green toward locomotive and side and to rear. See Rule 19.



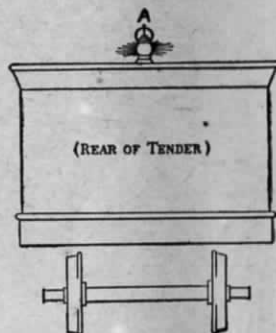
Locomotive Running Forward by Day, without Cars or at the Rear of a Train Pushing Cars.

Green flags, as markers. See Rule 19.



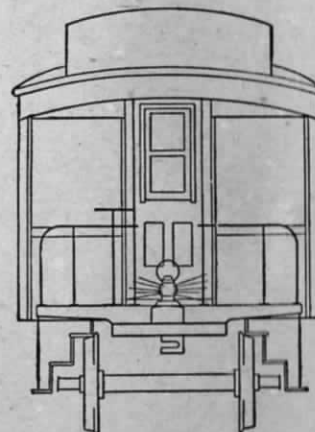
Locomotive Running Forward by Night, without Cars or at the Rear of a Train Pushing Cars.

Lights at A A, as markers, showing green to the front and side and red to rear. See Rule 19.

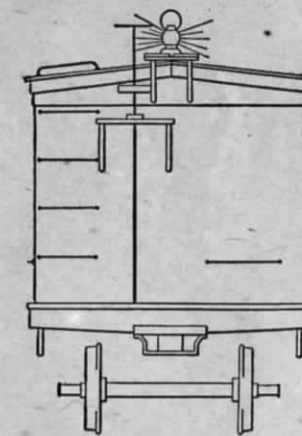


Locomotive Running Backward by Night, without Cars or at the Front of a Train Pulling Cars.

White light at A.



Passenger Cars being Pushed by a Locomotive by Night.
White light on front of leading car. See Rule 24.



Freight Cars being Pushed by a Locomotive by Night.
White light on front of leading car. See Rule 24.

TRAIN INDICATORS.

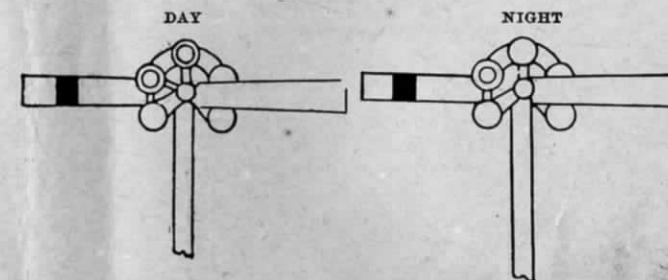
- Proper display.** A. A train so equipped must not leave its initial station without the indicators properly displayed.
- Change identity.** B. When the identity of a train is changed, the indicators must be changed to correspond. Before making such change, the safety of other trains must be fully considered.
- Remove.** C. Upon arrival at destination, the indicators must be removed.
- Indication.** D. The upper row must indicate the train, and the lower row the section, or engine number.
- Abbreviations.** E. The following abbreviations will be used:
 1st —First Section. L S—Last Section.
 2nd—Second Section, etc. Ex—Extra.
 O S—Only Section.

EXPLANATION OF TRAIN ORDER, SEMAPHORE AND DISC SIGNALS.

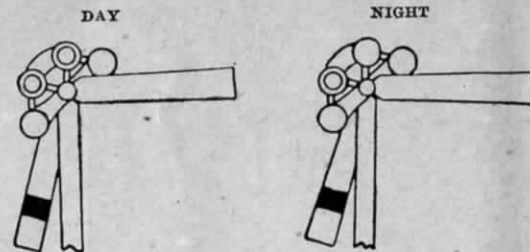
TRAIN ORDER SIGNAL.

1. The standard train order signal is of the two-arm semaphore pattern, one arm projecting each side of the post. The arms on the face side are painted red, and on the back, white, with a black stripe across the arm.

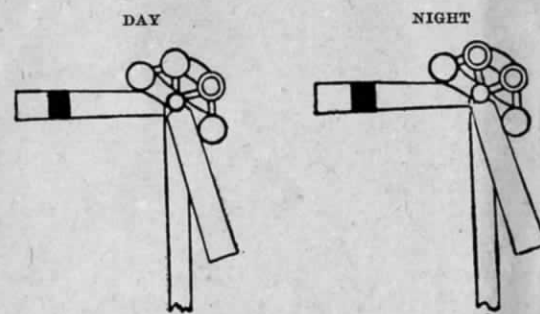
The arm projecting to the right, as seen from an approaching train, is the one which governs. When the arm is extended horizontally, or in addition a red light is displayed, it indicates "stop." When the arm is inclined downward at an angle of 15 degrees to the post, or in addition a green light is displayed, it indicates "proceed." See Rule 221.



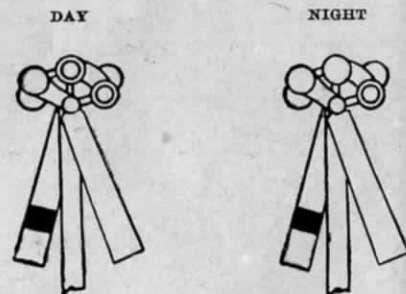
Station Train Order Signal. Indication: "Orders for trains in both directions."



Station Train Order Signal. Indication: "Orders for trains approaching."



Station Train Order Signal. Indication: "Orders for trains in opposite direction."

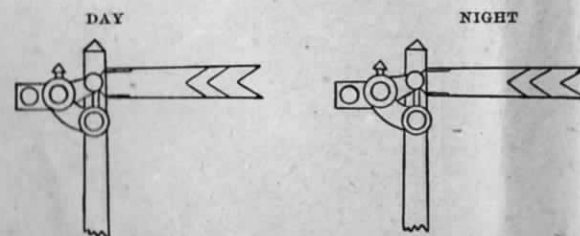


Station Train Order Signal. Indication: "No orders."

SEMAPHORE SIGNALS.

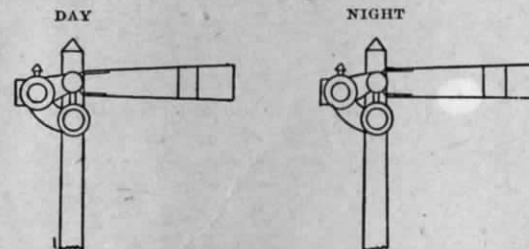
2. The semaphore signal consists of a post with an arm projecting outward to the right, as viewed from an approaching train. Indications for day time are given by two positions and in addition during darkness by two lights of a prescribed color.

3. Semaphore signals may be regarded as of two kinds. The Distant signal, which indicates either "proceed" or, *proceed with train under control to Home signal*, and the Home signal, which indicates either "proceed," or, "stop."



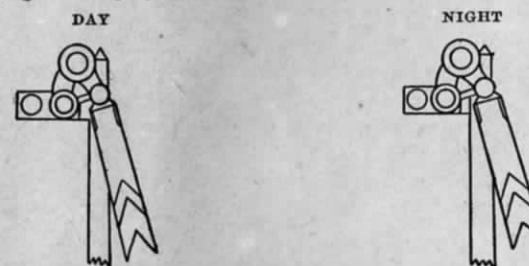
Distant Semaphore Signal. Indication: "Proceed with caution to Home Signal."

4. A Distant semaphore signal has an arm with a forked outer end and is painted on the face side, green and red with a forked white stripe across the blade between the two; and on the back, white, with a forked black stripe across the blade. When the arm is extended horizontally, or in addition a combination green and red light is displayed, it indicates "caution," proceed with train under control to Home signal.



Home Semaphore Signal. Indication: "Stop."

5. A Home semaphore signal has an arm with a square outer end and is painted on the face side, red, with a white stripe across the blade; and on the back, white, with a black stripe across the blade. When the arm is extended horizontally or in addition a red light is displayed, it indicates, "stop."



Distant Semaphore Signal. Indication: "Proceed."



Home Semaphore Signal. Indication: "Proceed."

6. If the arm of a semaphore signal is inclined downward making an angle of fifteen degrees (15°) to the post, or in addition a green light is displayed, it indicates, "proceed."

DISC SIGNALS.

7. The Disc type of signal displays a disc in a banjo shaped case mounted upon a post. Indications for day time are given by two positions, and in addition, during darkness, by two lights of a prescribed color. There are two kinds of Disc signals: The Distant signal which indicates "proceed" or "proceed with train under control to Home signal" and the Home signal which indicates "stop" or "proceed."



Distant Disc Signal. Indication: "Proceed with caution to Home Station."

8. When a Distant Disc signal displays a green disc across the face of which is a red cross, or in addition a combination green and red light, it indicates, "caution," proceed with train under control to Home signal.



Home Disc Signal. Indication: "Stop."

9. When a Home Disc signal displays a red disc, or in addition a red light, it indicates, "stop." After waiting two (2) minutes, if the signal does not indicate clear, trains will proceed under control to the next Home signal.



Distant Disc Signal. Indication: "Proceed."



Home Disc Signal. Indication: "Proceed."

10. If the Disc of a Disc signal is not displayed, or a green light is shown, it indicates, "proceed."

11. The display of a white light upon a fixed signal is an imperfect indication and means, "stop."

12. When practicable, signals are placed either over or upon the right of and adjoining the track which they govern. On signal bridges, signals will be carried upon uprights placed vertically over the right hand rail of the track governed.

GENERAL RULES.

Copy of rules. 700. Employees whose duties are prescribed by these rules must provide themselves with a copy.

Must be conversant with. 701. Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authority for an explanation.

Examinations. 702. Employees must pass the required examinations.

Subject to rules. 703. Persons employed in any service on trains are subject to the rules and special instructions.

Assist in enforcing. 704. Employees must render every assistance in their power in carrying out the rules and special instructions.

Report violations. 705. Any violation of the rules or special instructions must be reported.

Intoxicants. 706. The use of intoxicants by employes while on duty is prohibited. Their habitual use, or the frequenting of places where they are sold, will be sufficient cause for dismissal.

Will not be retained in service. 707. Employees who are dishonest, immoral, quarrelsome, or otherwise vicious, will not be retained in the service.

Use of tobacco. 708. The use of tobacco by employes when on duty in or about passenger stations, or on passenger cars, is prohibited.

Badges and uniforms. 709. Employees on duty must wear the prescribed badge and uniform, and be neat in appearance.

Orderly. 710. Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to passengers.

Department. 711. Civil, gentlemanly deportment is required of all employes in their intercourse with the public, their subordinates, and each other. Boisterous, profane, or vulgar language is forbidden. Courtesy and attention to patrons is demanded. Employees must not enter into altercation with any person, no matter what provocation may be given, but will make note of the facts and report to their immediate superiors.

Protect property. 712. In case of danger to the Company's property, employes must unite to protect it.

Carelessness. 713. No person who is careless of the safety of himself or others will be continued in service.

Re-employment. 714. Employees discharged will not be re-employed without the approval of the General Manager.

Report theft, misconduct or negligence. 715. All employes are required to report any misconduct or negligence affecting the interest of the Company. Withholding such information will be considered a proof of negligence or indifference, and treated accordingly.

Pass examination. 716. No appointment or promotion to the position of conductor or engineman will be made until after the applicant has been examined as to knowledge and understanding of all rules which relate to his duties, and has received a certificate of qualification signed by the proper official.

All other persons employed in train service must, before being assigned to duty, pass a satisfactory examination of the rules governing the duties of the position in which they are to be placed.

Promotion. 717. All employes will be regarded as in line of promotion, advancement depending upon faithful

discharge of duty and capacity for increased responsibility.

Address. 718. Employees in train and engine service must leave their address with the officer to whom they report.

Jurisdiction. 719. Employees whose duties require service on more than one division or district are under the jurisdiction of the officers of the division or district on which service is being performed.

Exclusive service required. 720. Each person must devote himself exclusively to Company service, attending during the prescribed hours and residing wherever required.

Must not use Company credit. 721. Unless appointed to do so, no one shall receive money on the Company's account. To use the credit of the Company is forbidden, unless authorized by the proper official.

Not dispose of property. Switch or car keys. 722. Property of the Company must not be sold or in any way disposed of, except by proper authority.

723. Employees entrusted with switch or car keys must receipt for them, the receipts to be filed in the Superintendent's office. The greatest care is enjoined upon all to keep these keys in secure places, and to prevent their use by any but authorized persons.

Returning Company property. 724. Employees must return property entrusted to their care, when leaving the Company's service, or upon demand by proper authority.

Forms. 725. Printed forms must not be used for any purpose other than that for which they are intended.

Unnecessary use of telegraph. 726. Messages must not be sent by telegraph where train message will accomplish the same purpose. All telegrams must be briefly worded, and confined to the Company's business.

Violating postal laws. 727. Only such correspondence as relates to railway business may be forwarded by train mail. Any agent or baggageman who has reason to believe that in this respect the postal laws are being violated, must send the mail to the General Baggage Agent with full report of the case. See Rule 1798.

Time on pay-rolls. 728. No time shall be returned on the pay-rolls, except for work actually performed by the person whose name appears thereon.

Lost time. 729. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity warranted by the circumstances.

Testimonials and gratuities forbidden. 730. Employees are forbidden to offer testimonials to their superiors either directly or indirectly, and those in authority will not accept such presents or testimonials. The acceptance of gratuities or rewards from passengers or other patrons of the Company is forbidden.

Only Company work. 731. No work shall be done in the machine or car shops other than that pertaining to the usual repairs of engines and cars, and no experiments with inventions or patented devices shall be made, except by authority of the General Manager.

Experiments. 732. Employees must not remove any of the appliances of an engine or cars for convenience in switching, thereby endangering the safety of others. Coupling apparatus must be examined, and if out of order do not attempt to make coupling, but report the fact.

Premises neat. 733. Employees are required to keep the premises subject to their control, in a neat and orderly condition, and will be held responsible for the prudent and economical use of supplies, tools and material.

Economical use of supplies. 734. Material for use of the Company or others must be piled in regular order, not less than six feet from the nearest track, and never upon any public highway.

Material in order. Every precaution must be taken to prevent loss or damage by fire. Rubbish, oily waste, rags, straw or waste paper must not be allowed to accumulate in or about cars, offices, depots, or other buildings of the Company. Matches, oil and lamps must be kept separate and in secure places. Electric wires, chimneys, stovepipe, stoves, and steam pipes must be known to be safe, and should be examined frequently.

Guard against fire. 735. The location of elevators, warehouses, coal, lumber, or wood yards, for patrons, will be fixed by the Superintendent, but shall not, in any case, be less than fifty feet from the center line of a main track, nor at a less distance than five and one-half feet from the nearest rail in side track to nearest part of building, nor less than one hundred and fifty feet from any of the Company's buildings. In no event shall any such structures be located on a main or passing track, or on the lead of any track.

Location of structures. Rocks, trees, or other obstructions, liable to fall on the track, must be immediately removed.

Special or engine light. 736. When a special train, or a light engine, is sent over the road on the time of a regular train, it must be run as the first section.

Accountability for delays. 737. Agents, train and enginemen will be held to strict account for delays resulting from bad management of their own, or on the part of those for whom they are responsible.

Promptness and dispatch are urgently enjoined in transacting business at stations, taking water, oiling, etc.

Must not delay trains for meals. 738. Train and enginemen are prohibited from going to meals, or otherwise delaying their train, without permission.

Branch train-order signals. 739. On branches, at day telegraph offices, train order signal will not be kept burning after passage of last regular train for the day.

Destroy old time-tables. 740. Old time-tables must be destroyed immediately upon new time-table taking effect.

Exercise care to prevent accidents. 741. Every person accepting employment does so with the full knowledge of the dangers incident to the operation of railroads, and agrees to exercise due care in the performance of his duties to prevent accident to himself or others, and, before using them, to see that the machinery or tools are in a safe condition to perform the service required. They must inform themselves respecting the location of all tunnels, bridges, snow sheds, buildings, stock yards, switches or other obstructions or structures along the line that will not clear them when on the top or sides of cars. All employes are cautioned against standing on cars while passing under bridges or through tunnels.

Must not follow dangerous practices. 742. Employees must not go between cars in motion to couple or uncouple them, or to follow other dangerous practices. Under no circum-

stances must they stand on the track and attempt to get on cars or engines approaching them.

Keep out of way of passing trains.

743. Employes must not remain near the track when trains are passing, as coal, stone, car doors or other articles are liable to fall from the train. On double track, employes must stand *outside* and clear of both tracks while trains are passing. All employes are further warned that they must not rely on others to notify them of the approach of a train.

Guard intoxicated and insane.

744. When persons who are evidently intoxicated, idiotic, or insane, are seen in the vicinity of stations or tracks, they must be carefully guarded from approaching trains, and, as soon as possible, placed in custody of the police or other proper authorities.

Report defects.

745. It is the duty of employes to report by telegraph defects discovered in track, bridges, and equipment, or obstructions of any kind, to the Superintendent, and, when practicable, to the nearest section or bridge foreman. When necessary, proper signals must be used to stop trains; and when there is reason to believe that the safety of the track or any structure is endangered through flood, fire or other causes, every employe, before attempting its use, must make a personal inspection, using all precautions in the interest of life and property.

Watch passing trains.

746. Bridge and section foremen, track walkers, pumpers, and watchmen will observe trains closely and if anything dangerous is noted, such as a loose wheel, defective coupling, brake rod or brake beam dragging, or if trains are running too closely together, in violation of Rule 91, must call attention of train and enginemen to the fact, by signal. Train and enginemen should always observe trackmen, bridgemen, and other employes as they pass, and look out for signals from them.

State situation clearly.

747. In reporting accidents and unusual occurrences, the situation must be fully stated, with all the

facts and particulars necessary to a clear understanding, as known to the person making the report, without necessity for inquiries to obtain such information. Exaggerations must be avoided.

Make suggestions and report progress.

748. In emergencies, or obstruction by accident or other cause, suggestions based on observation of the actual situation are useful and required, and frequent report of progress must be made. Prompt action is insisted upon, and in the absence of designation, the employe upon whom the responsibility most naturally falls will assume authority.

Person in authority. Protect on other tracks.

749. Should the tracks of another company be obstructed at a railroad crossing, or by accident elsewhere, immediately protect trains on such tracks, in both directions, as per Rule 99.

Call on any employe. Leaving cars.

750. In case of accident, the conductor may call on any employe for assistance.

Defective locks.

751. Cars must not be left on the main track unless protected as per Rule 99.

Speed of trains.

752. If a switch is found to have a defective lock, it must be properly secured and report made at once to the Superintendent.

Indicate speed.

753. Train and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety permits.

Protection of property.

754. Employes authorizing slow orders must indicate speed that is safe, and instructions will be issued accordingly. Speed indicated must not be exceeded.

When served with legal processes.

755. In case of damage to trains or structures, wherein the security of Company property or freight is involved, it is the duty of all concerned to see that watchmen are immediately stationed, and that arrangements are promptly made for the protection of such property against thieving or loss from other causes.

756. Superintendents, other officers, and agents, when served with legal processes, will comply with the provisions of Rule 1350 to 1367, inclusive.

Quarantine.

757. Upon the establishment of a quarantine or quarantine regulations respecting the carriage of persons or live-stock or property, by any state or municipal government, agents will at once inform their Superintendent of the terms and conditions and ask instructions and advice in each particular case.

REQUIREMENTS FOR EMPLOYMENT

Select intelligent persons.

760. It is the duty of all officers who are authorized to employ persons, to carefully select from among applicants those whose intelligence, appearance and strength of character are such as to justify the belief that their services will be efficient and satisfactory, and who will develop sufficient ability to merit advancement.

Physical condition

761. Applicants for employment must be of good health, and free from physical or mental infirmities.

Deficient in hearing or color perception.

762. No person who is deficient in hearing, visual power or color perception will be employed in any branch of the service where the use of signals or the movement of trains is involved.

Satisfactory reference.

763. For positions above that of laborer, no person will be employed who cannot read and write and furnish satisfactory reference as to previous record, character and ability.

Minors.

764. Minors will not be employed in yard, train or engine service; when employed in other service it must be with the written consent of parent or guardian, on prescribed form, which must be filed with application for employment.

Understanding of rules.

765. All persons entering the service in positions above that of laborer, will be required to sign an acknowledgment that they have read, understand, and agree to obey, the rules. No person will be considered engaged until he has signed this agreement and has been accepted by the head of department.

MILEAGE.

IDAHO DIVISION.

| | | |
|--|---------------------------------------|--------------|
| First District | Granger to Montpelier | 115.1 |
| No. Kemmerer Branch | | 1.5 |
| Wyo. Western | | 16.8 |
| Wyo. Western, Glencoe Branch | | 1.8 |
| Second District | Montpelier to Pocatello | 99.3 |
| Third District | Pocatello to Glenn's Ferry | 160.0 |
| Fourth District | Glenn's Ferry to Huntington | 166.9 |
| Fifth District | Shoshone to Ketchum | 69.5 |
| Boise District | Nampa to Boise | 22.0 |
| | | <u>652.9</u> |
| Total Idaho Division | | 652.9 |

MONTANA DIVISION.

| | | |
|----------------------------------|--------------------------------------|--------------|
| Seventh District | Pocatello to Lima | 145.1 |
| Eighth District | Lima to Silver Bow | 110.4 |
| St. Anthony Branch | Idaho Falls to St. Anthony | 37.2 |
| Salmon River R. R. | Blackfoot to Mackay | 85.5 |
| | | <u>378.2</u> |
| Total Montana Division | | 378.2 |

UTAH DIVISION.

| | | |
|--|---|----------------|
| Sixth District | Ogden to McCammon | 111.1 |
| Cache Valley Branch | Cache Jct. to Preston | 42.2 |
| First District | Ogden to Salt Lake | 36.5 |
| Second District | Salt Lake to Juab | 102.3 |
| Third District | Juab to Milford | 119.2 |
| Frisco Branch | Milford to Frisco | 16.9 |
| Utah & Pacific District | Milford to Uvada | 75.0 |
| Utah, Nevada & California District | Uvada to Callentes | 41.0 |
| Syracuse Branch | Syracuse Jct. to Syracuse | 5.8 |
| Garfield Branch | Salt Lake to Terminus | 37.1 |
| Saltair Branch | Saltair Jct. to Saltair | 2.5 |
| | Lehi Jct. to Eureka | 55.1 |
| Tintio Branch | Ironton to Tintio | 3.5 |
| | Mammoth Jct. to Mammoth | 1.6 |
| Silver City Branch | Silver City Jct. to Nor. Spy Mine | 4.9 |
| New East Tintio Ry. | Mammoth to Mammoth Mine | 2.0 |
| | | <u>656.7</u> |
| Total Utah Division | | 656.7 |
| Total O. S. L. R. R. | | <u>1,687.8</u> |

REGISTERING STATIONS.

| | | | | |
|-------------------|------------------------------------|--------------------------------------|-----------------|------------|
| GRANGER, | KETCHUM, | IDAHO FALLS, for Branch Trains only. | OGDEN, | PRESTON, |
| KEMMERER, | GLENN'S FERRY, | ST. ANTHONY, | CACHE JUNCTION, | NEPHI, |
| GLENCOE JUNCTION, | NAMPA, | DUBOIS, | SALT LAKE, | JUAB, |
| MONTPELIER, | BOISE, | MONIDA, | TERMINUS, | MILFORD, |
| McCAMMON, | HUNTINGTON, | LIMA, | LEHI JUNCTION, | CALIENTES, |
| POCATELLO, | BLACKFOOT, for Branch Trains only. | DILLON, | SILVER CITY, | FRISCO. |
| SHOSHONE, | MACKAY, | SILVER BOW, | EUREKA, | |

RULES GOVERNING USE OF BLOCK SIGNALS BETWEEN DIAMONDVILLE AND KEMMERER.

RULE 1.—This signal system is for the protection of all trains, engines, hand and push cars, between east end of Kemmerer yard and west end of Diamondville yard.

RULE 2.—All trains and engines will approach and pass through the Block Signal System under perfect control.

RULE 3.—Looking east from Kemmerer signal at east end of Kemmerer yard, just west of viaduct, is No. 1. Second signal east is No. 3. Third signal east is No. 2. The last signal east, at west end of Diamondville yard, is No. 4. Signal numbers 1 and 2 work in conjunction. Signal numbers 3 and 4 work in conjunction.

RULE 4.—These signals show but two colors day and night: White signifies safety and is a signal to proceed; Red signifies **danger** and is signal to stop at once and not pass until white is displayed, except as provided in RULE 5.

RULE 5.—Regular or special passenger trains, after a delay of five minutes at Red Block, and freight trains, switch engines and other trains, after a delay of ten minutes at Red Block, will proceed under flag until Block System is cleared, ascertain cause of delay and wire immediate report to Superintendent's office.

RULE 6.—The Alarm bells, which are located at east switches at Kemmerer and west switch at Diamondville, ring as an extra precaution while Blocks are occupied.

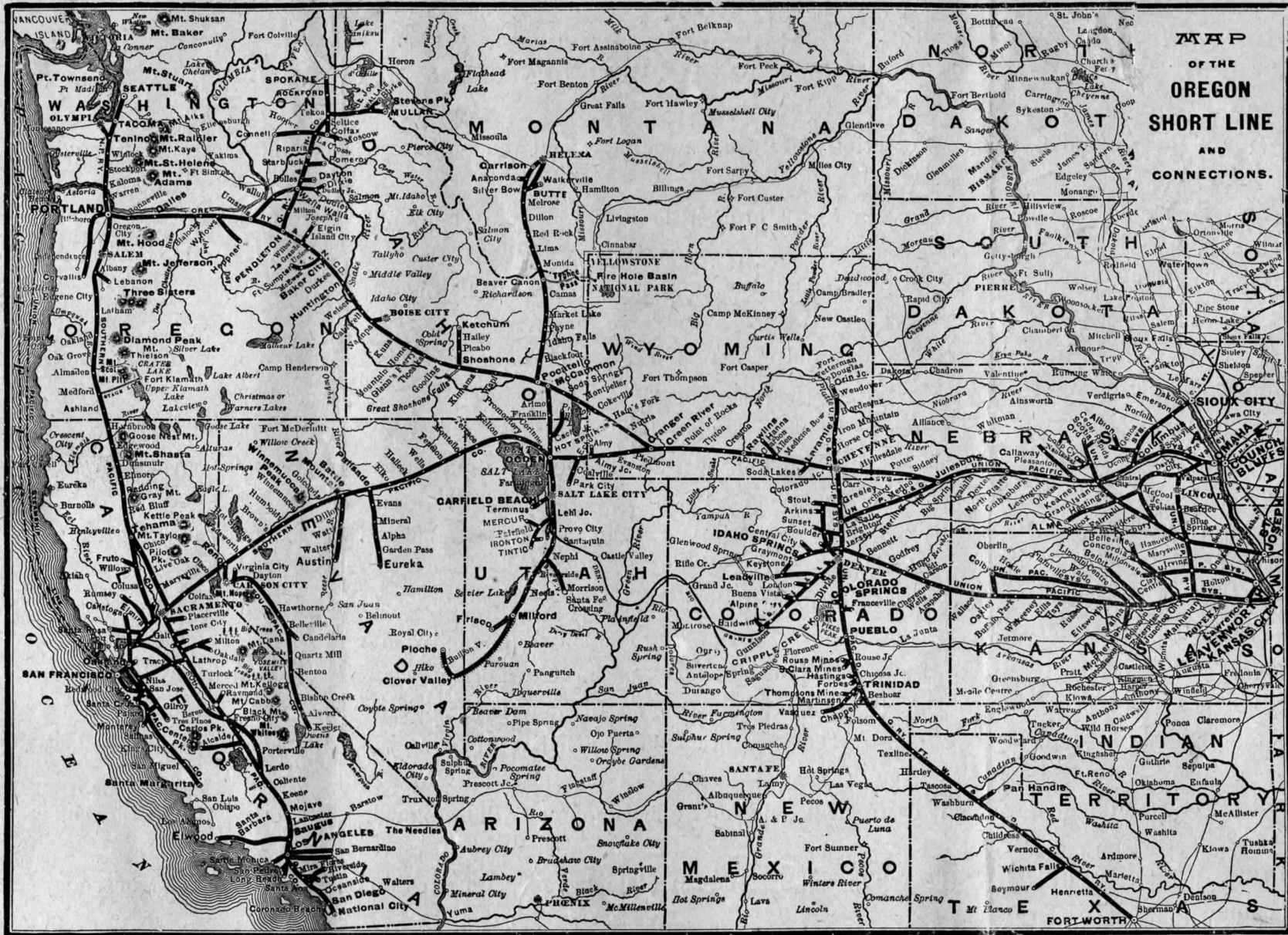
RULE 7.—Main line switches in Kemmerer and Diamondville yards must be set for main track, except while in actual use.

RULE 8.—Fouling points are located at clearance posts in the two east switches at Kemmerer and two west switches at Diamondville. These Fouling Points must be kept clear of cars and engines, or hand cars, as the signal shows red, or danger, when the points are occupied.

RULE 9.—Hand cars and push cars moving between Kemmerer and Diamondville, not equipped with insulated axles are given same protection by Block Signals as is given trains and engines; such cars must be removed from track when stop is made inside of Block Signal limits, in order to clear same.

RULE 10.—In case signal lamps are found extinguished during night, employes will re-light lamps and be governed by color shown on Block Signal dial.

RULE 11.—Blue Print sketches showing Block Signal System, complete, have been posted in office buildings at Montpelier and Granger for the guidance of employes.



**MAP
OF THE
OREGON
SHORT LINE
AND
CONNECTIONS.**