

SAFETY FIRST

C. E. CARROLL

Trainmaster
Martin

L. Q. JONES

Assistant Trainmaster
Provo

J. F. HEIDENREICH

Chief Dispatcher
Martin

UTAH RAILWAY COMPANY

UTAH RAILWAY JUNCTION
HIAWATHA AND BRANCHES
INCLUDING
PROVO JOINT YARD

TIME - TABLE NO. 99 TAKES EFFECT SUNDAY, DEC. 30, 1962

at 12:01 A.M.

Mountain Standard Time

Superseding Time Table No. 98

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

S. N. CORNWALL
President

O. K. CURTIS
Vice President

L. R. TAYLOR
Superintendent

SPECIAL INSTRUCTIONS

PROMPT TELEGRAPHIC REPORT MUST BE MADE OF ALL ACCIDENTS

SURGICAL ATTENTION

Whenever employees or others are injured, everything must be done to care for them properly; either calling the Company's nearest surgeon to treat them (and if seriously injured calling the nearest competent surgeon to be had, until the Company's surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

When persons not employees (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company, except the emergency attention above noted.

Parties calling surgeons should explain as fully as possible the nature of the injuries, so that the surgeon may know what equipment to bring with him.

SURGICAL DEPARTMENT

Dr. M. C. Lindem, Chief Surgeon.....Salt Lake City
Dr. J. B. Westwood.....Provo
Dr. L. M. Merrill.....Hiawatha
Dr. O. W. Phelps.....Helper

HOSPITALS

St. MarksSalt Lake City
EmergencyPrice

MOVEMENT OVER RAILROAD

AND

HIGHWAY CROSSINGS

UTAH STATE LAW: Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in town and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance of not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derauling switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required.

Provided, that local authorities in their respective jurisdiction may by ordinance approved by the Public Service Commission provide more restricted sounding of bells or whistle or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called diesel operated locomotive.

Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation.

UTAH RAILWAY COMPANY

MAIN LINE

Westward

Eastward

Miles from Hiawatha	Telegraph Call	STATIONS		Miles from Utah Railway Junction	Car Capacity of Siding
		Time Table No. 99 December 30, 1962			
		3.1			
0.0	HW	DP	HIAWATHA <small>WYO KB</small>	22.2	Yard
4.5		P	WATTIS JUNCTION	17.7	42
13.2		P	GORDON CREEK	9.0	0
16.0		P	WILD CAT	6.2	60
19.8		Block Signals	P JACOBS	2.4	0
20.7			End of DOUBLE TRACK	1.5	0
21.4	MA		DNP	MARTIN <small>WFY KSB</small>	0.8
22.2			Utah Ry. Junction	0.0	0

SPECIAL INSTRUCTIONS

Not more than 85 loads will be handled in any one train between Hiawatha and Martin.

When retainers are used in 20 pound position, westward trains will stop at Wild Cat (10) minutes to cool wheels and inspect train.

No train will exceed a speed of 15 miles per hour over bridge 2.52 — Jacobs or bridge 9.56 — Gordon Creek or 12 miles per hour between M. P. 18 plus 2805 feet and M. P. 19 plus 2805 feet between Wattis Junction and Hiawatha.

Spur track at Gordon Creek connects with main track at west end and holds two cars.

UTAH RAILWAY COMPANY

SPRING CANYON BRANCH

Westward

Eastward

Miles from Spring Canyon	Telegraph Call	STATIONS		Miles from Jacobs	Car Capacity of Siding
		Time Table No. 99 December 30, 1962			
0.0			SPRING CANYON	3.6	Yard
3.6		P	JACOBS	0.0	0

SPECIAL INSTRUCTIONS

Maximum grade on the Spring Canyon Branch, Jacobs to Spring Canyon, is 4 per cent ascending eastward.

Not more than 50 loads will be handled in any one train on descending grade, Spring Canyon to Jacobs.

MOHRLAND BRANCH

Westward

Eastward

Miles from Mohrland	Telegraph Call	STATIONS		Miles from Hiawatha	Car Capacity of Siding
		Time Table No. 99 December 30, 1962			
0.00			MOHRLAND	3.1	Yard
3.1	HW		HIAWATHA	0.0	Yard

UTAH RAILWAY COMPANY

WATTIS BRANCH

Westward

Eastward

Miles from Wattis	Telegraph Call	STATIONS		Miles from Wattis Junction	Car Capacity of Siding
		Time Table No. 99 December 30, 1962			
0.0		P	WATTIS — 2.4 —	2.4	Yard
2.4		P	WATTIS JUNCTION	0.0	42

SPECIAL INSTRUCTIONS

Maximum grade on the Wattis Branch, Wattis Junction to Wattis, is 4 per cent ascending eastward.

Not more than 50 loads will be handled in any one train on descending grade, Wattis to Wattis Junction, with engine on west end of train; and when backing loads down descending grade with engine on east end, not more than 30 loads will be handled in any one train.

When backing trains down descending grade on Wattis Branch, not less than 25 per cent of the total cars in train, and more if requested by enginemen, must have hand brakes applied with a minimum of six cars with hand brakes applied when train consists of less than 25 cars. After stopping at Wattis Junction, hand brakes must not be released until switch is lined and train is ready to back out onto the main track.

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. Rules and Regulations of the Operating Department of the Denver and Rio Grande Western Railroad Company and Special Rules and Instructions contained in the Denver and Rio Grande Western Railroad Company's current time tables governing the general movements of trains over the jointly operated tracks between Provo and Utah Railway Junction, are hereby adopted and shall be complied with by all trains operating between Utah Railway Junction and Mohrland and branches, and including the Provo Joint Yard, which do not conflict with special instructions issued by the Utah Railway.

2. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

3. TRAIN REGISTER STATIONS

Train register books are located at Provo Joint Telegraph Office and Martin Telegraph Office.

4. YARD LIMIT STATIONS

Utah Railway Junction to and including East Yard Limit Board at Martin; Wild Cat; Wattis Junction; and West Yard Limit Board at Hiawatha to and including Mohrland and East Hiawatha.

Jacobs to 3900 feet east on Spring Canyon Branch; and from MP 2+3805 feet to end of track at Spring Canyon.

Wattis Junction to Wattis on Wattis Branch.
Provo Joint Yard.

5. AIR BRAKE AND RETAINER OPERATION

When retainers are in use, trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels and when observed, the retainer on such car or cars must be placed in normal release position until wheels have had sufficient time to cool.

When stop is made at any point on heavy grade and it is necessary to turn retainers down in order to start the train, begin at rear end of train, turn retainers down and up again as soon as air has exhausted from brake cylinder.

On freight cars equipped with 4-position release control retainers, these retainers will be used in Slow Direct Exhaust position instead of 10-lb. position on empty cars.

6. USE OF RETAINERS

WESTWARD COAL TRAINS BETWEEN HIAWATHA AND MARTIN

If actual tonnage per unit, with operative dynamic brake, exceeds 2100 tons per unit, beginning at head end of train place 10 retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

With 1 unit operation, if tonnage exceeds 4200 tons, or with one or two unit operation and dynamic brake inoperative, retainers will be used in 20 pound position on head two-thirds of train and in 10 pound position on rear one-third of train from Hiawatha to Wild Cat. From Wild Cat to Martin retaining valves on head one-third of train will be used in 10 pound position, or more if engineer requests.

On Spring Canyon Branch, all retaining valves will be used in 20 pound position descending grades between Spring Canyon and Jacobs.

On Wattis Branch, all retaining valves will be used in 20 pound position descending grades between Wattis and Wattis Junction.

7. FOLLOWING ARE STANDARD AIR PRESSURES TO BE MAINTAINED

Main Reservoir — Maximum, 140 lbs. Minimum, 130 lbs.
Brake Pipe, 90 lbs. except Eastward trains consisting entirely of empty cars, 70 lbs. Before making brake test on Eastward

trains consisting of empty cars, the train brake system must be charged to 60 pounds, as indicated by the caboose gauge.

8. AUTOMATIC BLOCK SIGNALS

Automatic Block Signals are in service on Eastward and Westward Main Tracks between Utah Railway Junction and M.P. 0.3 and on single track between M.P. 1.57 and M.P. 4.7. Also in Westerly direction between M.P. 18.30 and 17.66 for the protection of trains entering Main Track from Wattis Coal Spur.

All Automatic Block Signals are approach lighted, except A.B.S. 14 and A.B.S. 16, which are normally lighted. Indications are given by two lights of prescribed color, GREEN proceed and RED stop, except signal 183W which indication is given by YELLOW LIGHT proceed at restricted speed to end of signal zone and RED LIGHT stop.

A train finding Eastward A.B.S. 16 or Westward A.B.S. 43 or A.B.S. 183W displaying stop indication will come to a stop, send flagman ahead immediately, wait ten (10) minutes, then proceed, following the flagman carefully (not to exceed six (6) miles per hour) to the next clear signal governing the direction in which the train is moving or to the end of signal zone at Wattis Junction.

On single track, except as provided in preceding paragraph, a train finding an A.B.S. displaying stop indication may proceed to, but not by the signal, send flagman ahead immediately, wait five (5) minutes, then proceed, following the flagman carefully (not to exceed eight (8) miles per hour) to the next clear signal in advance governing the direction in which the train is moving.

On double track, a train finding an A.B.S. displaying stop indication may proceed to, but not pass, the signal and stop, and then proceed at a speed not exceeding eight (8) miles per hour to the end of the block, looking out for train in the block, broken rail, switch not properly lined or other obstruction.

Westward A.B.S. 21 provides protection for Westward or facing point movements over Spring Switch located at end of double track at M.P. 1.5, Martin Yard. A train or engine finding A.B.S. 21 displaying stop indication must have flagman examine track to the Spring Switch and examine switch on the ground to see that points fit properly. Trains entering Main Track from East end of Yard Tracks, Martin Yard, will examine Spring Switch on ground before making facing point movement.

A.B.S. SC-01, located on Spring Canyon Branch just East of switch at Jacobs, governs movement to the Main Track from the Branch. Westward trains on the Spring Canyon Branch will stop in rear of signal so that indication may be seen from the locomotive.

Signal 178E on Wattis Coal Spur is a positive signal. When train is stopped by this signal, it may proceed only in accordance with Rule 509-A of the Rules and Regulations of the Operating Department.

Trains from Wattis entering Main Track at Wattis Junction will come to a stop after reaching the signal zone, but before train has reached signal 178E. After lining switch to Wattis Spur, if there are no trains in the block and switch to side track at Wattis Junction is lined for Main Track, Signal 178E will show a proceed indication.

9. SAFETY SWITCHES

At the following locations switches will be found and left locked in position as shown to prevent cars from reaching Main Tracks in case of accidents:

SPRING CANYON

First switch above Empty Scales to be left lined for Empty Scale Track.

First switch above Main Line Switch to Load Yard to be left lined for Safety Spur.

WATTIS BRANCH

First switch above Empty Scales at Wattis to be left lined for Empty Scales.

Switch leading to Load Yard opposite Load Scales to be left lined for Load Yard.

HIAWATHA

Inside switch of crossover just above Load Scales to be left lined for Load Scale Track.

First switch above Empty Scales to be left lined for Empty Scale Tracks.

Switch to Main Track Hiawatha Branch 400 feet above Empty Scales to be left lined for track leading to Empty Scales.

Switch to lower end of Load Yard to be left lined for Safety Spur.

PROVO

Switch point derail with high switch stand and lamp is in the East Yard Lead at Provo Joint Yard about 250 feet West of switch to East Passing Track. When track is not being used through derail, the derail must be left locked in derailing position.

10. SPRING SWITCHES

Spring switch is located at east end of double track M.P. 1.5, Martin Yard.

11. SPEED RESTRICTIONS

Freight trains must not exceed the maximum speeds prescribed below:

Territory	Maximum Speed	
	Eastward	Westward
Utah Railway Jct.-Hiawatha.....	25	20
Hiawatha-Mohrland	12	12
Spring Canyon Branch.....	18	12
Wattis Branch	18	12
Bridge 2.52-Jacobs	15	15
Bridge 9.56-Gordon Creek	15	15
M. P. 18 plus 2805 feet to M.P. 19 plus 2805 feet between Wattis Junction and Hiawatha	12	12
In or out of turnouts.....	12	12
Wye tracks Hiawatha and Martin.....	12	12
Over highway crossings and Martin and Hiawatha Yards	7	7

Speed restrictions governing freight trains govern the speed of light engines.

12. LOCOMOTIVE RESTRICTIONS

Locomotives must not occupy the tracks and portions of tracks listed in the following table:

Location	Tracks or Portions of Tracks
Martin	Depressed cinder pit track beyond frog.
"	Hardscrabble ramp track beyond frog on above track.
"	Coal Chute track on or beyond pit.
Spring Canyon	Mine tipple tracks between load and empty scales, including tracks on scales.
"	" Empty storage tracks over or beyond bridges near middle of tracks.
"	" Safety track in load yard.

Wattis	No. 2 and No. 3 empty storage tracks beyond clearance point.
"	Tipple tracks between empty and load scales, including tracks on scales.
Hiawatha	No. 3 Load Storage Track under or beyond Coal Loading Structure located 365 feet above Material Track Switch.
Hiawatha	Tipple tracks between empty and load scales, including tracks on scales, except may use No. 1 tipple track from crossover above load scale to tipple.
"	Safety track in load yard.
"	U. S. Fuel Co. No. 2 empty storage track beyond clearance point.
Mohrland	All tracks from first coal loading ramp to end of track.

13. CLOSE CLEARANCES

Overhead clearances on main track, sidings and other tracks at the following locations will not clear a man standing on the top of car:

Location	Description
Martin	Coal Chute track.
Main Line Martin to Jacobs	Tunnel No. 1.
Main Line Jacobs to Wild Cat	Tunnel No. 2.
Spring Canyon Branch	Wire crossing at tipple.
Wattis Branch	Lion Coal Co. foot bridge at mine office, Wattis.
Hiawatha	Wire crossing just below and just above depot and over freight house track.

There are also side clearances on main track and sidings, and overhead and side clearances at other locations that will not clear a man on top or side of car. All employees should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

14. EXPLANATION OF LETTERS

The following letters in the station column of the time table indicate:

DN	— Day and night train order office
D	— Day train order office
N	— Night train order office
P	— Telephone
W	— Water station
F	— Fuel station
Y	— Wye
T	— Turntable
O	— Track Scales
J	— Junction Point
K	— Standard Clock
S	— Sand
B	— Bulletins and Circulars

15. LOCAL WATCH INSPECTORS

Name	Location
H. B. Miller & Co.....	Salt Lake City
W. E. Mitchell Jewelry Co.....	Provo
Woody's Jewelry	Helper

ACTUAL TONNAGE RATINGS

ALCO GE 1600 H.P. DIESEL- ELECTRIC LOCOMOTIVES NOS. 300 TO 306 INCLUSIVE

These ratings are for single unit operation. When used in multiple unit operation, the tonnage will be multiplied accordingly:

From	To	Tons
Martin	Kyune	1050
Kyune	Soldier Summit	2300
Provo	Thistle	2500
Thistle	Soldier Summit	1050
Martin	Wattis Junction	1000
Wattis Junction	Wattis	500
Wattis Junction	Hiawatha	1200
Martin	Spring Canyon	575

These ratings are based on the assumption of good rail and weather conditions. Chief Dispatcher and Dispatchers are authorized to decrease these ratings in their discretion, when weather or other conditions arise that so require.

When computing tonnage for trains, the Waybill weights must be used. For loads without Waybills, the following average is to be used:

100,000 Cap. Cars 71 tons

140,000 Cap. Cars 95 tons

SPEED TABLE

Speed per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile
Miles	m. s.	m. s.	m. s.
1	15 00	30 00	60 00
2	7 30	15 00	30 00
3	5 00	10 00	20 00
4	3 45	7 30	15 00
5	3 00	6 00	12 00
6	2 30	5 00	10 00
7	2 08	4 17	8 34
8	1 52	3 45	7 30
9	1 40	3 20	6 40
10	1 30	3 00	6 00
11	1 21	2 43	5 27
12	1 15	2 30	5 00
13	1 09	2 18	4 37
14	1 04	2 08	4 17
15	1 00	2 01	4 00
16	0 56	1 52	3 45
17	0 52	1 49	3 31
18	0 50	1 40	3 20
19	0 47	1 34	3 09
20	0 45	1 30	3 00
21	0 43	1 25	2 51
22	0 41	1 22	2 44
23	0 39	1 18	2 37
24	0 37	1 15	2 30
25	0 36	1 12	2 24