

**W. H. GUILD,**  
General Manager

**G. L. WHIPPLE,**  
General Superintendent Transportation

**E. C. MANSON,**  
Assistant General Manager

**F. C. PAULSEN, Superintendent. Pocatello, Idaho**

R. E. TITUS, Ass't Superintendent . . . Pocatello, Idaho

J. W. MYERS, Ass't Superintendent . . . Pocatello, Idaho

C. D. WARING, Trainmaster . . . . . Salt Lake City, Utah

C. E. AYE, Chief Train Dispatcher

O. J. LANGSTON, Night Chief Train Dispatcher

L. E. HALBERT .....	} Train Dispatchers Salt Lake City, Utah
W. H. POWERS .....	
E. C. BULLIS .....	
L. W. FLAHERTY .....	

Central District Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
JNO. R. NILSSON..	Chief Surgeon . . . . .	Omaha . . . . .	All.
J.C. Landenberger	District Surgeon.	Salt Lake City..	Salt Lake City.
Spencer Wright..	Division Surgeon.	Salt Lake City..	Salt Lake City.
W. Leroy Smith..	Eye, Ear, Nose and Throat. . . . .	Salt Lake City..	Salt Lake City.
F. J. Winget. . . . .	Surgeon and Phy. Examiner.	Salt Lake City..	Salt Lake City.
O. J. LaBarge. . . . .	Senior Internist..	Salt Lake City..	Salt Lake City.
W. M. Clinger. . . . .	Surgeon . . . . .	Salt Lake City..	Salt Lake City.
F. R. Slopansky..	Eye, Ear, Nose and Throat . . . . .	Salt Lake City..	Salt Lake City.
L. J. Taufer. . . . .	Surgeon and Emer. Hos.	Salt Lake City..	Salt Lake City.
F. E. Boucher. . . . .	Surgeon . . . . .	Murray . . . . .	Sandy to Salt Lake.
J. S. Alley . . . . .	Surgeon . . . . .	Midvale . . . . .	Murray to Sandy.

# UNION PACIFIC RAILROAD COMPANY

IDAHO AND LOS ANGELES DIVISIONS



**SALT LAKE YARD**

## JOINT TIME-TABLE No. 64

**Effective Sunday,  
June 12, 1938  
at 12:01 A. M. Mountain Time**



**FOR EMPLOYEES ONLY**

## IDAHO AND LOS ANGELES DIVISIONS—JOINT TRACK WESTWARD

Length of sidings in feet between clearance points, location of water, fuel, intersecting planes, turning stations, scales and telephones.	<b>SECOND CLASS</b>						Distance from Ogden	<b>Joint Time-Table No. 64 June 12, 1938</b>		
			<b>93</b>	<b>479</b>	<b>305</b>			<b>STATIONS</b>		
			Local Freight	Local Freight	Mixed					
		Daily	Daily	Daily						
WFITYOP			10.30AM	7.45AM	2.00AM	36.3	DN-R	<b>SALT LAKE CITY</b>	VN D	
			10.40	8.00	2.10	37.6		1.3		
						38.4		EIGHTH SOUTH STREET	0.8	
3,907 P			10.50	8.10	2.20	38.9		SALT LAKE & UTAH CROSS'G	0.5	
						39.5		OFFICER	0.6	
						39.7		BURTON	0.2	
4,002			11.00	8.25	2.26	39.7		D. & R. G. W. CROSSING	1.3	
						41.0		HUSLER'S	0.3	
						41.3		WALTON	0.9 (Spur)	
						42.2		BENTZ	0.7 (Spur)	
						42.9		FIRE CLAY	0.7 (Spur)	
2,492 P			11.10	A 8.45AM	f 2.32	43.6	D	MURRAY	0.6 FN	
3,055 WP						44.2		PALLAS	1.7	
811 P			11.17		2.37	45.9		ATWOOD	1.6	
1,397						47.5		CUSHING	1.1	
						48.6		D. & R. G. W. CROSSING	0.3	
2,998			A 11.30AM		A f 2.50AM	48.9	DN	<b>SANDY</b>	BR	
								(12.6)		

(1.00) (1.00) (0.50) ..... Thru Time  
12.6 7.3 15.1 ..... Average Speed per hour

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 103 is superior to Eastward trains of the same class. No. 5 is superior to No. 584; No. 577 is superior to No. 578; No. 581 is superior to No. 580 and No. 582; No. 583 is superior to No. 584.

★Note—No. 103 will run only on the following dates: Due to leave Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

### SPECIAL RULES

2 (R). Time Inspectors are located as shown below:  
Salt Lake City.....Hubbard-Denn Co., 217 So. Main St.

3 (R). Standard clocks are located as shown below:  
Salt Lake City.....South Yard Office, First North Street  
Salt Lake City.....Telegraph Office, Passenger Station  
Salt Lake City.....Dispatcher's Office  
Salt Lake City.....North Yard Telegraph Office  
Salt Lake City.....Roundhouse

4 (B). Rule 4 (A) of the Rules and Instructions of the Transportation Department is changed as follows: "From 24 hours prior to, and for six days after a new time-table takes effect, train dispatchers must deliver to all conductors and enginemen, and at all times to conductors and enginemen of other railroads, newly employed or promoted men, and to men from other subdivisions, a "19" train order reading, "Acceptance of this order is acknowledgment of receipt of time-table No. .... taking effect..... M. .... 19....."

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

Trains	Stops	Passengers For
No. 577 .....	4th South St., Salt Lake City..	Any station.
Nos. 577, 581, 583.....	9th South and 4th West Sts., Salt Lake City.....	Any station.
<b>ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.</b>		
Trains	Stops	Passengers From
Nos. 578, 580, 582, 584	7th South St., Salt Lake City..	Any station.
	3rd South St., Salt Lake City..	Any station.
	9th South and 4th West Sts., Salt Lake City.....	Any station.

31 (R). The Utah State law governing the use of locomotive whistle and bell is as follows:

"Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than eighty rods from any street, road or highway crossing until such street, road or highway shall be crossed, but the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid, except in

## IDAHO AND LOS ANGELES DIVISIONS—JOINT TRACK WESTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.

FIRST CLASS									Distance from Ogden	Joint Time-Table No. 64 June 12, 1938	
5 Mail and Express	583 Motor Passenger	103 Streamliner Passenger	581 Motor Passenger	717 Challenger Passenger	7 Passenger	577 Motor Passenger	21 Passenger	STATIONS			
Daily	Daily		Daily	Daily	Daily	Daily	Daily				
WFITYOP	11.25 PM	10.45 PM	6.10 PM	2.45 PM	10.05 AM	10.00 AM	6.45 AM	1.30 AM	36.3	DN-R	SALT LAKE CITY <span style="float: right;">VN D</span>
	A 11.32 PM	A 10.52 PM	A 6.16 PM	A 2.52 PM	A 10.18 AM	A 10.06 AM	A 6.53 AM	A 1.37 AM	37.6		EIGHTH SOUTH STREET 0.8
									38.4		SALT LAKE & UTAH CROSS'G 0.5
3,907 P									38.9		OFFICER 0.6
									39.5		BURTON 0.2
									39.7		D. & R.G.W. CROSSING 1.3
4,002									41.0		HUSLER'S 0.3
									41.3		WALTON (Spur) 0.9
									42.2		BENTZ (Spur) 0.7
									42.9		FIRE CLAY (Spur) 0.7
2,492 P									43.6	D	MURRAY <span style="float: right;">FN</span> 0.6
3,055 WP									44.2		PALLAS 1.7
811 P									45.9		ATWOOD 1.6
1,397									47.5		CUSHING 1.1
									48.6		D. & R.G.W. CROSSING 0.3
2,998									48.9	DN	SANDY <span style="float: right;">BR</span> (12.6)

★See Note Below

(0.07) 11.1	(0.07) 11.1	(0.06) 13.0	(0.07) 11.1	(0.13) 6.0	(0.06) 13.0	(0.08) 9.8	(0.07) 11.1	..... Thru Time
								..... Average Speed per hour

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 103 is superior to Eastward trains of the same class. No. 5 is superior to No. 584; No. 577 is superior to No. 578; No. 581 is superior to No. 580 and No. 582; No. 583 is superior to No. 584.

★Note—No. 103 will run only on the following dates: Due to leave Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

### SPECIAL RULES

towns and at terminal points; 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. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

83 (E). Train registers will not be used by train or enginemen as a means of identifying extra trains.

83 (R). Trains are not required to receive clearance card (form 2643) as per Rule 83 (A) as follows:  
At Eighth South Street Salt Lake City and Sandy.

83 (S). At Murray, No. 479 will register by registering ticket (Form 2642).

Extra trains may be authorized by train order from stations on Provo subdivision to stations on The Joint Track and from stations on The Joint Track to stations on Provo Subdivisions.

When a train destined to Provo Subdivision is authorized by clearance card or train order at a station on Joint Track, such authorization will apply to The Terminal Station of such train on the Provo Subdivision, or, when a train destined to

a station on Joint Track is authorized by a clearance card or train order at a station on Provo Subdivision, such authorization will apply to the Terminal Station of such train on The Joint Track.

91 (R). At Salt Lake City, between Eighth South Street and passenger station Los Angeles Division first class trains may space themselves not less than five minutes apart, instead of ten minutes as required by Rule 91 (A).

93 (R). Yard limits are established and defined by yard limit signs at the following stations:

Salt Lake City Murray

Murray yard extends from a point 1,000 feet west of west switch at Atwood to four-tenths mile east of Fire Clay.

93 (S). At Salt Lake City, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when on the time of a first class train.

93 (T). At Salt Lake City, all Los Angeles Division Sixth Subdivision trains operating via passenger line will use west track on Third West Street between Second and Eighth South streets.

All trains operating over joint track between Salt Lake City and Sandy will use east track on Third West Street between Second and Eighth South streets.

## IDAHO AND LOS ANGELES DIVISIONS—JOINT TRACK EASTWARD

<b>Joint Time Table</b> <b>No. 64</b> June 12, 1938		Distance from Sandy	FIRST CLASS								
			584 Motor Passenger	14 Passenger	578 Motor Passenger	104 Streamliner Passenger	580 Motor Passenger	582 Motor Passenger	8 Passenger	818 Challenger Passenger	6 Mail and Express
STATIONS											
DN-R SALT LAKE CITY	VN D	12.6	A 12.34AM	A 6.25AM	A 8.35AM	A 10.24AM	A 4.35PM	A 5.10PM	A 5.50PM	A 6.00PM	A 6.10PM
1.3											
EIGHTH SOUTH STREET		11.3	12.26AM	6.17AM	8.27AM	10.18AM	4.27PM	5.02PM	5.40PM	5.49PM	5.57PM
0.8											
SALT LAKE & UTAH CROSS'G		10.5									
0.5											
OFFICER		10.0									
0.6											
BURTON		9.4									
0.2											
D. & R. G. W. CROSSING		9.2									
1.3											
HUSLER'S		7.9									
0.3											
WALTON (Spur)		7.6									
0.9											
BENTZ (Spur)		6.7									
0.7											
FIRE CLAY (Spur)		6.0									
0.7											
D MURRAY	FN	5.3									
0.6											
PALLAS		4.7									
1.7											
ATWOOD		3.0									
1.6											
CUSHING		1.4									
1.1											
D. & R. G. W. CROSSING		0.3									
0.3											
DN SANDY	BR	0.0									
(12.6)			Daily	Daily	Daily	★See Note Below	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(0.08)	(0.08)	(0.08)	(0.06)	(0.05)	(0.08)	(0.10)	(0.11)	(0.13)
Average speed per hour.....	9.8	9.8	9.8	13.0	9.8	9.8	7.8	7.1	6.0

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 103 is superior to Eastward trains of the same class. No. 5 is superior to No. 584; No. 577 is superior to No. 578; No. 581 is superior to No. 580 and No. 582; No. 583 is superior to No. 584.

★Note—No. 104 will run only on the following dates: Due to arrive Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

### SPECIAL RULES

Los Angeles Division Sixth Subdivision freight trains will use Leamington Cut-off in and out of yard.

All freight movements through passenger yard must be made through track No. 10.

#### 98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad crossed	Trains which have precedence	How Governed
M. P. 38.4 .....	Salt Lake & Utah	U.P.R.R. ....	Cabin Interlocker.
M. P. 39.7 .....	D.&R.G.W.	U.P.R.R. ....	All trains stop. Semi Automatic Crossing Protection.
M. P. 48.6 .....	D.&R.G.W.	U.P.R.R. ....	All trains stop.
9th South and 4th West Sts., Salt Lake City .....	D.&R.G.W.	U.P.R.R. ....	Interlocking Plant.
9th South and 5th West Sts., Salt Lake City .....	D.&R.G.W.	D.&R.G.W.	All trains stop.
South Temple and 5th West Sts., Salt Lake City .....	D.&R.G.W.	S.L.G.&W.	All trains stop.
South Temple and 6th West Sts., Salt Lake City .....	S.L.G.&W.	U.P.R.R. ....	All trains stop.
10th West St., between South Temple and 1st South Sts., Salt Lake City .....	W. P. ....	W. P. ....	Idaho Division trains stop.
Salt Lake City Gravel Pit Spur	B. E. ....	B. E. ....	Idaho Division trains stop.

98 (T). The Utah State law governing movement of trains over railroad crossings at grade is as follows:

"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 not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damage which any person may sustain by reason of such neglect."

99 (U). Effective Jan. 1, 1938, D. & R. G. W. R. R. Company's Rule No. 15 has been changed to read:

"The explosion of two torpedoes is a signal to proceed at restricted speed for at least one-half mile and is to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required."

U. P. R. R. crews will be governed accordingly when required to flag D. & R. G. W. crews at cross-overs or other tracks where they are required to flag for D. & R. G. W. trains.

**IDAHO AND LOS ANGELES DIVISIONS—JOINT TRACK  
EASTWARD**

**Joint Time-Table  
No. 64**

June 12, 1938

**STATIONS**

Distance from  
Sandy

**SECOND CLASS**

			<b>306</b>	<b>94</b>								
			Mixed	Local Freight								
DN-R <b>SALT LAKE CITY</b> VN D 1.3	12.6	A	1.45PM	A 5.50PM								
<b>EIGHTH SOUTH STREET</b> 0.8	11.3		1.30	5.35								
<b>SALT LAKE &amp; UTAH CROSS'G</b> 0.5	10.5											
<b>OFFICER</b> 0.6	10.0		1.20	5.25								
<b>BURTON</b> 0.2	9.4											
<b>D. &amp; R. G. W. CROSSING</b> 1.3	9.2											
<b>HUSLER'S</b> 0.3	7.9		1.10	5.15								
<b>WALTON (Spur)</b> 0.9	7.6											
<b>BENTZ (Spur)</b> 0.7	6.7											
<b>FIRE CLAY (Spur)</b> 0.7	6.0											
D <b>MURRAY</b> FN 0.6	5.8	f	1.00	5.05								
<b>PALLAS</b> 1.7	4.7		12.55									
<b>ATWOOD</b> 1.6	3.0											
<b>CUSHING</b> 1.1	1.4		12.45	4.55								
<b>D. &amp; R. G. W. CROSSING</b> 0.3	0.3											
DN <b>SANDY</b> BR	0.0	f	12.30PM	4.45PM								
(12.6)			Daily	Daily								

Thru Time..... (1.15)  
Average speed per hour..... 10.0

\*Note—No. 104 will run only on the following dates: Due to arrive Salt Lake City on 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month.

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**SPECIAL RULES**

Your attention is directed to the fact that a single torpedo cannot be considered as more than a restricted speed signal by the D. & R. G. W. rule.

103 (A). Cars must not be handled ahead of engine between stations, except in work train service, or, when necessary to take them to or from a spur. When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on the leading footboard of engine, in direction the engine is moving on either yard or main tracks except as follows:

In lead switching where the movement is not over a crossing and the switches to be passed over can be plainly seen to be properly lined.

At Salt Lake City, main track movements between Fifth North Street and Sandy, (but will apply on yard tracks in that territory).

At Salt Lake City, movements between North Salt Lake stock yards and North Yard.

Employees are prohibited from riding on engines or cars as follows:

On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

On leading footboard while coupling engine to cars;

On engine pilots;

On deadwood, drawbars, brake beams, journal boxes and brake wheels;

On ends of cars containing loads which may shift.

104 (R). At Salt Lake City, switches at 8th South Street must be kept set and locked for Los Angeles Division main track.

104 (S). At Salt Lake City, no train nor engine will foul cross-over switches between North Temple and Second North Streets without first receiving proceed signal from switch-tender on duty. This will not apply to yard engines.

104 (T). Between the hours of 6.30 A. M. and 3.00 P. M. and between 4.30 P. M. and 1.45 A. M., eastward Los Angeles Division passenger trains entering Salt Lake City Passenger Station must stop to clear Second South Street unless they

receive proceed signal from switchtender. Westward Los Angeles Division passenger trains leaving Salt Lake City passenger Station between these times must stop to clear lead unless they receive proceed signal from switchtender. Proceed signal must be acknowledged.

**152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:**

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.   Frt.		
At any point.	40	20	
Within yard limits.	30	15	Speed must be as much slower as conditions may require.
Salt Lake City.	12	12	Between 8th South St. and 5th North St., including interlocking plant at 5th North St.
Murray.	15	15	Over street intersections between M.P. 42.9 and M.P. 45.9.
Midvale.	12	12	On yard trackage and between M.P. 47.48 and M.P. 47.72.
At any point on main track.		25	Trains handling locomotive crane.

211 (C). Rule 211 (B) of the Rules and Instructions of the Transportation Department is changed as follows: A "19" train order must not be used for restricting the superiority of a train except in block signal limits, and the "31" form must be used there in the following cases: as required in Rules 208 (A), 217 and 219; when a train order is sent to a train at a point within block signal limits, restricting its superiority at a point not protected by block signals; when moving trains against the current of traffic, as per train order Form D-R and when using a section of double track as single track, as per train order Form D-S.

221 (R). At Murray train order signal is located outside of siding switches and all trains that must pass the switch used by opposing trains in taking siding, before reaching train order signal, must approach said switch prepared to stop and if train order signal is held at stop position, must stop to clear switch until cause of stop signal has been ascertained.

605 (R). Interlocking plants are located at Fifth North, Ninth South and Fifth West Streets (D. & R. G. W. R. R. crossing) and cabin interlocker at Thirteenth South Street (Salt Lake and Utah Railway crossing). See Rules 605, 628 and 661 to 673, inclusive.

All main track superior routes through interlocking plants, are governed by upper arm of home signals. Diverging routes are governed by lower arm of home signals. Back-up and switching movements against current of traffic through interlocking plants, are governed by dwarf signals.

At Fifth North Street, Salt Lake City.

Westward trains and engines—Upper arm of interlocking signal, 950 feet east of tower, at proceed, will permit trains and engines to proceed through interlocking plant on westward main track to signal 349 on cantilever bridge. Lower arm of this signal, at proceed, will permit trains and engines to proceed over any diverging route obtainable from that signal.

Eastward trains and engines—Upper arm of interlocking signal, 480 feet west of tower, at proceed, will permit trains and engines to proceed through interlocking plant on eastward main track. Lower arm of this signal, at proceed, will permit trains and engines to proceed over any diverging route obtainable from that signal.

Trains and engines moving from Los Angeles Division tracks Nos. 1 and 2 to North Yard—

Upper arm of interlocking signal, 1000 feet east of tower on west side Los Angeles Division track No. 1, at proceed, will permit trains and engines moving from Los Angeles Division track No. 2, to proceed through interlocking plant to signal 349 on cantilever bridge. Lower arm of this signal, at proceed, will permit trains and engines to proceed through interlocking plant to freight yard at North Yard telegraph office and over any diverging route obtainable from that signal.

Upper arm of interlocking signal, 530 feet west of tower on North Yard lead, at proceed, will permit trains and engines to proceed through interlocking plant on Los Angeles Division track No. 1, Lower arm of this signal, at proceed, will permit trains and engines to proceed through any diverging route obtainable from that signal.

Dwarf signal, 830 feet east of tower, located between Southwestern District track No. 1, and track No. 2, at proceed, will permit trains and engines moving from Los Angeles Division track No. 1 to proceed through interlocking plant over any route obtainable from that signal.

Dwarf signal approximately 100 feet east (south by compass direction) of tower between Morrison-Merrill track and westward main track must not be passed unless it is in proceed position, except as provided by Rules 628 and 663.

To indicate route to be used through interlocking plant, following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

Signal from any track east of tower	Signal from any track west of tower	Is call for route to
o o o o	o o o o	Move over switch.
o o —		Coach track.
	o o —	Middle freight yard.
o —		Coal or engine house track.
	o —	Eastward main track with traffic.
— o		Utah Oil track.
	— o	Morrison-Merrill track.
— —		North Yard.
— — — —		Westward main track.
	—	Southwestern District Track No. 1. Leamington Cut-off.
	— —	Southwestern District Track No. 2. Joint Track.

663 (R). At Thirteenth South Street, Salt Lake City, if home signal at cabin interlocker is in stop position, train, after stopping, may proceed when the crossing and signal are clear. If signal does not clear, flagman must be sent ahead over crossing and then be governed by Rule 509 to the next signal, or "End of Block" sign.

674 (R). Automatic color light home block signals with fixed distant signals govern operation protecting D. & R. G. W. crossing at M. P. 48.6, three-tenths mile east of Sandy. Home signals normally proceed and distant signals normally caution for U. P. trains. Derails on D. & R. G. W. track normally set against D. & R. G. W. trains. If U. P. signals at stop and no train occupying crossing, be governed by Rule 663.

Automatic block signals govern train and engine movements over gauntlet track, M. P. 47.74, between Cushing and Sandy.

All home signals for movement of Union Pacific and D. & R. G. W. trains are the searchlight type and non-operative distant signals are located 2640 feet in advance of home signals on Union Pacific main track only.

The normal position of home signals is stop and signal will change to proceed indication on approach of train if block is clear.

If the signal indication does not change to proceed due to train or engine on conflicting route having received but not accepted proceed indication, and if the train or engine has stopped and is being delayed for any reason; or, if the signal indication does not change to proceed and no conflicting train or engine movement is evident, train or engineman will proceed to instrument case located 100 feet south (by compass direction) of street crossing overpass and operate the time release assigned to his road.

When time release has been operated, if after a lapse of two minutes signal indication does not change to proceed the train or engineman at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and engineman after sounding two long blasts of whistle (Rule 14-b) will proceed, following flagman carefully to end of gauntlet track.

If a signal, permitting a train to proceed after being accepted is changed to a stop signal before it is reached the stop must be made at once.

#### INSTRUCTIONS FOR OPERATION OF TIME RELEASES

1. A time release is an emergency device for releasing an automatic interlocking route. The releases are located in iron boxes attached to instrument case and are locked with switch lock of the road concerned.

2. To operate time release open door of the iron box and turn the release knob clockwise as far as it will go. THEN LET GO. No further action is necessary except to close and lock the door of the iron box. At the expiration of the delay period the governing signal should change from stop to proceed if the route is still clear.

720 (R). Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes, or employes with trip passes so endorsed, or persons presenting special permit issued by the General Manager, between stations at which the train stops.

802 (R). All westward trains except first class must proceed under protection of flagman when crossing 2nd South Street, Salt Lake City, unless they receive proceed signal from switch tender on duty.

802 (T). At Salt Lake City, switching movements must not be made over main aisle in front of passenger station while passenger trains or passengers are outside of fence, without coming to a stop before reaching crossing, and movement over crossing must be protected by a flagman just ahead of yard engine or cars. Yardmaster may act as flagman when available and passenger station employes must assist in protecting the movement.

When moving cars or engines close to crossing, when it is not necessary to cross it, such cars or engines must be stopped so as to clear the crossing at least three feet to avoid any hazard of personal injury to passengers or others using the crossing.

826 (R). When employes, passengers, or others are injured call the nearest railroad surgeon.

If the persons injured are not employes, they should be sent to their homes or placed in charge of local relief authori-

ties after immediate necessary attention has been given by the railroad surgeon.

When necessary to call surgeons other than those regularly employed by the railroad, it should be with the distinct understanding that their services will not be required after arrival of the railroad surgeon.

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

886 (R). On descending grades where necessary to use automatic air to stop freight trains of 25 cars or more, engines will be detached when taking fuel or water, complying with Air Brake Rules 1041 and 1045.

889 (A). On double track, whenever a train is stopped for any reason other than an ordinary stop made by the engineman, the opposite track must be protected as required by Rule 99.

896 (R). Engines must not go on the following tracks: 500 class and heavier engines must not go on the following tracks:

Officer	—Egg house.
Officer	—Allen Steel Company spur.
Officer	—Stewart Bros. coal spur.
Officer	—Stewart Bros. gravel spur.
Burton	—Shell Oil spur.
Burton	—Coal yard spur.
Huslers	—Huslers Mill spur.
Fire Clay	—Woolen Mill spur.
Murray	—Lumber yard spur on west side of main track.
Murray	—Christensen Const. Co. spur.
Murray	—Cannery track.
Murray	—House track.
Murray	—Team track.
Murray	—Miller-Cahoon Coal spur.
Pallas	—All trackage inside smelter yard fence.
Pallas	—Short siding near east end of passing track.
Pallas	—All trackage leading to and serving Utah Ore Sampling Plant.
Midvale	—All trackage.
Atwoods	—U. S. Smelter spur.
Atwoods	—Lumber yard spur.
Sandy	—D.&R.G.W. Interchange trackage.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks. Employes are warned to be on the lookout at all times for obstructions that do not clear men on engines or cars in Pallas and Midvale Smelter Yard.

Location	Structure or Obstruction	Clearance of engine or car is close at—
At Salt Lake City.		
Fifth North Street . . . . .	Crossing gates . . . . .	Side.
North Temple Street . . . . .	Viaduct . . . . .	Side and top.
Passenger Station . . . . .	Train Shed and Umbrella sheds	Side and top.
Third West and Second South Streets . . . . .	Trolley wire . . . . .	Top.
Third West and Third South Streets . . . . .	Trolley wire . . . . .	Top.
Brooklyn Ave. and Second West Streets . . . . .	Trolley wire . . . . .	Top.
M.P. 38.44 (S. L. & U. Crossing) . . . . .	Trolley wire . . . . .	Top.
Pallas . . . . .	Water tank spout	Side and top.