

Safety



Service

J. R. Loftis,

Trainmaster, Sub-Division 6, Salt Lake-Thistle
6-D, 6-G, 6-N, 6-K, 6-L, 6-M, 6-J, 6-E,
6-I, 6-H, 6-F, 7 and 7-A

Salt Lake City

K. L. Moriarty,

Trainmaster, Sub-Division 6, Helper-Thistle
6-A, 6-B, 6-C

Helper

L. A. Kane,

Assistant Trainmaster
Salt Lake City

M. E. Gilson,

Assistant Trainmaster
Salt Lake City Terminal

M. J. McGurl,

Road Foreman of Equipment

C. J. Graff,

Chief Dispatcher

W. C. Llevsay,

Second Chief Dispatcher
Salt Lake City

The
**Denver and Rio Grande Western Railroad
Company**

Wilson McCarthy and Henry Swan, Trustees

SALT LAKE DIVISION

**TIME-TABLE
No. 116**

Takes Effect Sunday, June 12, 1938

at 12:01 A. M.

Standard Time, 105th Meridian

**Superseding Time-Table No. 115
and Supplements thereto.**

**NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES**

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

**The Management reserves the right to vary
from it at pleasure**

E. A. WEST,
General Manager

L. F. WILSON,
Assistant General Manager

R. K. BRADFORD,
Superintendent Transportation

HUGH WILSON,
Superintendent

WESTWARD

MAIN LINE

| SECOND CLASS | | | | FIRST CLASS | | | Sub-Division 6 | | Miles from Denver | Capacity of Siding | |
|---------------|----------------------------------|----------------------------------|--------------------|-----------------|-----------------------|------------------------|--------------------|------------------------|-------------------|--------------------|------|
| 31 Freight | 75 California Fast Freight | 61 California Fast Freight | 73 Fast Freight | 11 Passenger | 5 The Panoramic | 1 Scenic Limited | STATIONS | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | TIME-TABLE No. 116 | | | | |
| | | | | | | | JUNE 12, 1938 | | | | |
| | 11 45 PM | 5 45 PM | 7 15 AM | 5 00 AM | | 4 25 AM | 3 55 AM | HELPER | JSDNBKFWY | 626.5 | Yard |
| | 11 53 | 5 53 | 7 23 | 5 08 | | 4 31 | 4 01 | UTAH RY. JCT. | J | 628.8 | 72 |
| | 11 58 | 5 58 | 7 28 | 5 13 | | 4 34 | s 4 07 | CASTLE GATE | W | 630.3 | Yard |
| | 12 04 AM | 6 04 | 7 33 | 5 18 | | 4 38 | f 4 12 | ROYAL | | 631.6 | Yard |
| | 12 16 | 6 16 | 7 45 | 5 30 | | 4 49 | 4 24 | NOLAN | | 635.1 | 96 |
| | 12 31 | 6 31 | 8 00 | 5 45 | | 5 00 | f 4 37 | KYUNE | DNWY | 639.3 | 39 |
| | 12 42 | 6 42 | 8 11 | 5 56 | | 5 09 | f 4 47 | COLTON | JWY | 644.5 | 98 |
| | 1 06 | 7 06 | 8 35 | 6 20 | | 5 21 | f 4 58 | SOLDIER SUMMIT | DNWY | 651.4 | Yard |
| | 1 22 | 7 22 | 8 51 | 6 36 | | 5 32 | f 5 09 | SCENIC | | 656.5 | |
| | 1 46 | 7 46 | 9 15 | 7 00 | | 5 41 | f 5 18 | GILLULY | W | 661.0 | 66 |
| | 1 58 | 7 58 | 9 27 | 7 12 | | 5 51 | f 5 28 | DETOUR | | 665.8 | |
| | 2 15 | 8 15 | 9 44 | 7 29 | | 6 03 | f 5 40 | NARROWS | | 672.5 | 114 |
| | 2 25 | 8 25 | 9 54 | 7 39 | | 6 10 | f 5 47 | RIO | | 676.8 | |
| | 2 46 | 8 46 | 10 15 | 8 00 | 5 55 PM | 6 18 | s 5 55 | THISTLE | JSDNBKFWY | 680.9 | 125 |
| | 2 54 | 8 54 | 10 23 | 8 08 | f 6 01 | 6 22 | 6 00 | CASTILLA | | 684.6 | |
| | | | | | | | | MOARK | | 688.6 | 00 |
| | 3 08 | 9 08 | 10 37 | 8 22 | f 6 10 | 6 30 | 6 07 | MAPLETON | | 691.3 | 64 |
| | | | | | | | | S. L. & U. CROSSING | | 695.0 | |
| | 3 18 | 9 18 | 10 47 | 8 32 | s 6 20 | 6 37 | s 6 14 | SPRINGVILLE | JDW | 695.8 | |
| | | | | | | | | U. P. CROSSING | | 698.9 | |
| | | | | | | | | GRUNDY | | 700.0 | |
| | 3 35 AM | 9 35 PM | 11 05 AM | 8 50 AM | s 6 31 PM | x 6 45 AM | s 6 25 AM | PROVO | OJKBNDWY | 701.2 | 164 |
| | | | | | | | | DERN | | 702.5 | |
| | | | | | f 6 37 | | x | LAKOTA | | 704.8 | 78 |
| | | | | | | | | U. P. CROSSING | | 705.7 | |
| | | | | | f 6 45 | | x | GENEVA | | 710.0 | 79 |
| | | | | | s 6 50 | | x | AMERICAN FORK | | 713.7 | 116 |
| | | | | | s 6 55 | | x | LEHI | | 717.0 | 81 |
| | | | | | f 7 00 | | x | MESA | | 720.2 | 111 |
| | | | | | f 7 04 | | x | NASH | W | 722.8 | 72 |
| | | | | | f 7 08 | | x | OLIVERS | | 725.5 | 112 |
| | | | | | s 7 12 | | x | RIVERTON | | 728.6 | 123 |
| | | | | | | | | ENDOT | | 734.0 | |
| | | | | | s 7 20 | | f 7 02 | MIDVALE | JDNFWY | 734.5 | Yard |
| | | | | | f 7 28 | | | MURRAY | | 738.4 | Yard |
| | 4 45 AM | 10 45 PM | 12 16 PM | 10 01 AM | 7 33 PM | 7 25 AM | 7 12 AM | EAST ROPER | | 740.7 | 00 |
| | 5 00 AM | 11 00 PM | 1 00 PM | 10 30 AM | f 7 36 PM | 7 27 AM | 7 14 AM | ROPER | JOKBNDW | 742.5 | Yard |
| | | | | | s | s | s | U. P. CROSSING | | 744.2 | |
| | | | | | 7 45 PM | 7 45 AM | 7 30 AM | SALT LAKE CITY | SDNOBKFWT | 745.1 | Yard |
| | | | | | | | | (118.6) | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Schedule Time | | | |
| | 5.15 22.1 | 5.15 22.1 | 5.45 20.6 | 5.30 21.1 | 1.50 35.0 | 3.20 35.6 | 3.35 33.1 | Average Speed per Hour | | | |

Trains operate by C. T. C. between Dern and East Roper, but at stations where time is shown must not depart ahead of time.

TWO MAIN TRACKS
AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

MAIN LINE

EASTWARD

| Capacity of Siding | Miles from Salt Lake | Sub-Division 6 STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | FIRST CLASS | | | SECOND CLASS | | | | |
|--------------------|----------------------|---|--------------------------|---------------------------|--------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|-------------|--|
| | | | | 12 | 2 | 6 | 28 | 30 | 32 | | |
| | | | | Passenger Arrive Daily | Scenic Limited Arrive Daily | The Panoramic Arrive Daily | Fast Freight Arrive Daily | Fast Freight Arrive Daily | Fast Freight Arrive Daily | | |
| Yard | 119.6 | RA | HELPER JSDNBKFWY | | 12 35 AM | 10 00 PM | 10 00 AM | 6 00 PM | 11 59 PM | | |
| 72 | 117.3 | | UTAH RY. JCT. J | | 12 22 | 9 45 | 9 51 | 5 52 | 11 51 | | |
| Yard | 115.8 | | CASTLE GATE W | s | 12 18 | 9 42 | 9 45 | 5 46 | 11 45 | | |
| Yard | 114.5 | | ROYAL | f | 12 13 | 9 39 | 9 40 | 5 40 | 11 40 | | |
| 87 | 111.0 | | NOLAN | | 12 05 AM | 9 32 | 9 26 | 5 25 | 11 26 | | |
| 35 | 108.8 | kn | KYUNE DNWY | f | 11 56 | 9 23 | 9 09 | 5 10 | 11 09 | | |
| Yard | 101.8 | | COLTON JWY | f | 11 47 | 9 14 | 8 55 | 4 56 | 10 55 | | |
| Yard | 94.7 | of | SOLDIER SUMMIT DNWY | f | 11 37 | 9 05 | 8 38 | 4 40 | 10 38 | | |
| 88 | 89.6 | | SCENIC | f | 11 25 | 8 54 | 8 19 | 4 20 | 10 19 | | |
| 66 | 85.1 | | GILLULY W | f | 11 14 | 8 44 | 7 58 | 3 59 | 9 58 | | |
| 110 | 80.3 | | DETOUR | f | 11 04 | 8 35 | 7 38 | 3 39 | 9 38 | | |
| 124 | 73.6 | | NARROWS | f | 10 53 | 8 24 | 7 12 | 3 13 | 9 12 | | |
| 53 | 69.5 | | RIO | f | 10 43 | 8 16 | 6 57 | 2 58 | 8 57 | | |
| 131 | 65.2 | jd | THISTLE JSDNBKFWY | 4 05 AM | s 10 35 | 8 08 | 6 40 | 2 40 | 8 40 | | |
| 76 | 61.5 | | CASTILLA | f | 4 00 | 10 23 | 7 58 | 6 10 | 8 10 | | |
| 00 | 57.5 | | MOARK | | | | | | | | |
| 76 | 55.4 | | SUTRO | | 3 52 | 10 16 | 7 51 | 5 56 | 1 50 | 7 56 | |
| | 50.2 | | S. L. & U. CROSSING | | | | | | | | |
| | 49.3 | ng | SPRINGVILLE JDW | s | 3 44 | f 10 08 | 7 44 32 | 5 42 | 1 35 | 7 44 6 | |
| | 46.2 | | U. P. CROSSING | | | | | | | | |
| | 45.1 | | GRUNDY | | | | | | | | |
| Yard | 43.9 | vo | PROVO OJKBNDWY | s | 3 36 | s 10 00 | x 7 37 | 5 30 | 1 20 | 7 29 | |
| | 42.6 | | DERN | | 3 22 AM | 9 50 PM | 7 33 PM | 5 14 AM | 1 14 PM | 7 14 PM | |
| 78 | 40.3 | | LAKOTA | f | | | | | | | |
| | 39.4 | | U. P. CROSSING | | | | | | | | |
| 79 | 35.1 | | GENEVA | f | 3 14 | | | | | | |
| 116 | 31.4 | af | AMERICAN FORK | s | 3 09 | | | | | | |
| 81 | 28.1 | hl | LEHI | s | 3 04 | | | | | | |
| 111 | 24.9 | | MESA | f | 2 59 | | | | | | |
| 72 | 22.3 | | NASH W | f | 2 55 | | | | | | |
| 112 | 19.6 | | OLIVERS | f | 2 51 | | | | | | |
| 123 | 16.5 | | RIVERTON | s | 2 47 | | | | | | |
| | 11.1 | | ENDOT | | | | | | | | |
| 152 | 10.6 | bj | MIDVALE JDNFWY | s | 2 39 | | | | | | |
| 42 | 6.7 | fk | MURRAY | f | 2 30 | | | | | | |
| 00 | 4.4 | | EAST ROPER | | | | | | | | |
| Yard | 2.6 | fy | ROPER JOKBDNW | f | 2 24 AM | 9 08 PM | 6 52 PM | 4 00 AM | 12 01 PM | 6 00 PM | |
| | 0.9 | | U. P. CROSSING | s | | s | s | | | | |
| Yard | | un | SALT LAKE CITY SDNOBKFWY | | 2 15 AM | 9 00 PM | 6 45 PM | | | | |
| | | | (119.6) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | | | Schedule Time | | 1.50 | 3.35 | 3.15 | 6.00 | 5.59 | 5.59 | |
| | | | Average Speed per Hour | | 35.5 | 33.4 | 36.8 | 19.5 | 19.6 | 19.6 | |

Trains operate by C. T. C. between East Roper and Provo, but at stations where time is shown must not depart ahead of time.

WESTWARD

MAIN LINE

EASTWARD

| SECOND CLASS | | FIRST CLASS | | Miles from Denver | Sub-Division 7 STATIONS | | | Miles from Ogden | Capacity of Siding | FIRST CLASS | | SECOND CLASS | |
|-------------------------|-------------------------|-------------|----------------|-------------------|---|-----------------|-----------|------------------|--------------------|----------------|--------------|--------------|--------------|
| 75 | 61 | | 1 | | TIME-TABLE No. 116 | | | | | 2 | | 62 | 78 |
| California Fast Freight | California Fast Freight | | Scenic Limited | | JUNE 12, 1938 | | | | | Scenic Limited | | Freight | Fast Freight |
| Leave Daily | Leave Daily | | Leave Daily | | | | | | Arrive Daily | Arrive Daily | Arrive Daily | | |
| 11 45 PM | 1 45 PM | | 8 00 AM | 745.1 | UN | SALT LAKE CITY | DNOBKFWTS | 36.9 | Yard | 8 40 PM | | 4 30 AM | 7 30 PM |
| | | | | 745.6 | | U. P. CROSSING | | 36.4 | | | | | |
| 12 15 AM | 2 15 | | f 8 15 | 750.9 | NX | NORTH SALT LAKE | D | 31.1 | | f 8 23 | | 3 58 | 6 58 |
| 12 23 | 2 23 | | f 8 19 | 753.6 | | WOODS CROSS | | 28.4 | 46 | f 8 20 | | 3 50 | 6 54 |
| 12 38 | 2 38 | | f 8 27 | 760.6 | | FARMINGTON | W | 21.4 | 47 | f 8 13 | | 3 30 | 6 43 |
| 12 48 | 2 48 | | f 8 32 | 764.4 | | KAYSVILLE | | 17.6 | 40 | f 8 08 | | 3 18 | 6 37 |
| 12 53 | 2 53 | | f 8 36 | 767.2 | RJ | LAYTON | DW | 14.8 | 50 | f 8 05 | | 3 10 | 6 31 |
| | | | | 771.2 | | U. P. CROSSING | | 10.8 | | | | | |
| 1 13 | 3 13 | | f 8 45 | 775.1 | RY | ROY | JD | 6.0 | 75 | f 7 55 | | 2 50 | 6 15 |
| 1 45 AM | 3 30 PM | | 8 53 AM | 781.1 | OG | TRANSFER | SDNBKFWT | .9 | Yard | 7 45 PM | | 2 30 AM | 6 00 PM |
| | | | 9 05 AM | 782.0 | | OGDEN | B | | | 7 40 PM | | | |
| | | | | | | (36.9) | | | | | | | |
| Arrive Daily | Arrive Daily | | Arrive Daily | | | | | | | Leave Daily | | Leave Daily | Leave Daily |
| 2.00 18.0 | 1.45 20.6 | | 1.05 34.1 | | | | | | | 1.00 36.9 | | 2.00 18.0 | 1.30 24.0 |
| | | | | | Schedule Time Average Speed per Hour | | | | | | | | |

OUR&D Co. Time Table and rules apply between Ogden and Transfer.

Time at Ogden for information only.

At North Salt Lake schedule time shown in Time Table and time in train orders will apply at stock yard switch.

WESTWARD

SPRING CANYON BRANCH

EASTWARD

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

| Miles from Mutual | Sub-Division 6-B STATIONS | | Miles from Spring Canyon Junction | Miles from End of Track | Sub-Division 6-C STATIONS | | Miles from Colton | Capacity of Siding |
|-------------------|---------------------------|-------------------------------|-----------------------------------|-------------------------|---------------------------|--------------------|-------------------|--------------------|
| | TIME-TABLE No. 116 | | | | TIME-TABLE No. 116 | | | |
| | JUNE 12, 1938 | | | | JUNE 12, 1938 | | | |
| | | MUTUAL | 7.1 | | | END OF TRACK | 21.4 | |
| 0.4 | | 0.4 RAINS | 6.7 | | | 0.3 CLEAR CREEK | 21.1 | Yard |
| 0.9 | | 0.5 LATUDA | 6.2 | | | 5.9 SCOFIELD | 15.2 | Yard |
| 1.3 | | 0.4 MAPLE CREEK JUNCTION | 5.8 | 0.3 | | 15.2 COLTON | | Yard |
| 2.1 | | 0.8 STANDARDVILLE | 5.0 | 6.2 | | | | |
| 3.0 | | 0.9 SPRING CANYON | 4.1 | 21.4 | | | | |
| 3.5 | | 0.5 PEERLESS | 3.6 | | | (21.4) | | |
| 6.7 | | 3.2 SPRING CANYON YARD | 0.4 | | | | | |
| 7.1 | | 0.4 SPRING CANYON JCT. JYW | | | | | | |
| | | (7.1) | | | | | | |

WESTWARD

MARYSVALE BRANCH

EASTWARD

| FIRST CLASS | | Miles from Marysvale | Sub-Division 6-D STATIONS | | Miles from Thistle | Capacity of Seating | FIRST CLASS | |
|--------------|-----------|----------------------|---------------------------|----------------|--------------------|---------------------|--------------|-----------|
| 11 | Passenger | | TIME-TABLE No. 116 | | | | 12 | Passenger |
| Leave Daily | | | JUNE 12, 1938 | | | | Arrive Daily | |
| | | | END OF TRACK | | 132.8 | | | |
| | 12 45 PM | | Vy | MARYSVALE | 132.2 | Yard | | 9 30 AM |
| f | 1 03 | 5.6 | | BELKNAP | 126.6 | 35 | f | 9 12 |
| s | 1 19 | 11.7 | | SEVIER | 120.5 | 17 | s | 8 56 |
| f | 1 29 | 15.7 | | JOSEPH | 116.5 | 26 | f | 8 45 |
| s | 1 38 | 20.5 | On | ELSINORE | 111.7 | 24 | s | 8 36 |
| f | 1 41 | 22.2 | | NIBLEY | 110.0 | | f | 8 31 |
| f | 1 44 | 23.5 | | CENTRAL | 108.7 | 16 | f | 8 28 |
| s | 1 55 | 28.5 | Ri | RICHFIELD | 103.7 | Yard | s | 8 18 |
| f | 2 02 | 31.9 | | VENICE | 100.3 | 18 | f | 8 08 |
| s | 2 11 | 35.9 | Rs | SIGURD | 96.3 | 16 | s | 8 00 |
| f | 2 14 | 37.1 | | VERMILION | 95.1 | 12 | f | 7 56 |
| f | 2 21 | 40.6 | | AURORA | 91.6 | 26 | f | 7 49 |
| s | 2 35 | 45.8 | Sa | SALINA | 86.4 | Yard | s | 7 38 |
| f | 2 43 | 49.7 | | REDMOND | 82.5 | 23 | f | 7 27 |
| f | 2 50 | 53.0 | | AXTELL | 79.2 | 19 | f | 7 21 |
| s | 3 04 | 59.3 | Gu | GUNNISON | 72.9 | 28 | s | 7 09 |
| f | 3 09 | 61.7 | | CHRISTIANBURG | 70.5 | 18 | f | 7 02 |
| f | 3 18 | 65.9 | | STERLING | 66.3 | 18 | f | 6 54 |
| s | 3 33 | 71.4 | Ma | MANTI | 60.8 | Yard | s | 6 43 |
| s | 3 49 | 78.8 | Rm | EPHRAIM | 53.4 | 34 | s | 6 23 |
| f | 3 54 | 81.3 | | PARRY'S QUARRY | 50.9 | 15 | f | 6 15 |
| s | 4 10 | 88.2 | | SPRING CITY | 44.0 | 20 | s | 6 01 |
| s | 4 22 | 93.6 | Mn | MT. PLEASANT | 38.6 | 39 | s | 5 49 |
| s | 4 37 | 100.2 | F | FAIRVIEW | 32.0 | 31 | s | 5 33 |
| f | 4 44 | 103.7 | | OAK CREEK | 28.5 | Wye | f | 5 22 |
| f | 4 47 | 105.0 | | MILBURN | 27.2 | 19 | f | 5 19 |
| f | 4 56 | 108.9 | | HILL TOP | 23.3 | 30 | f | 5 09 |
| f | 5 04 | 112.7 | | WHITTAKER | 19.5 | 15 | f | 4 59 |
| f | 5 13 | 117.4 | | INDIANOLA | 14.8 | 24 | f | 4 47 |
| f | 5 27 | 124.5 | | PINES | 7.7 | 22 | f | 4 29 |
| | 5 50 PM | 132.2 | Jd | THISTLE | | Yard | | 4 10 AM |
| Arrive Daily | | | (132.8) | | | | Leave Daily | |
| | 5.05 | | Schedule Time | | | | 5.20 | |
| | 26.0 | | Average Speed per Hour | | | | 24.8 | |

WESTWARD TINTIC BRANCH EASTWARD
WESTWARD
PARK CITY BRANCH
EASTWARD

| Miles from Silver City | Sub-Division 6-G | | Miles from Springville | Capacity of Siding | SECOND CLASS | | Miles from Park City | Sub-Division 6-N | | Miles from Roper | Capacity of Siding | SECOND CLASS | |
|------------------------|--------------------|------------------------|------------------------|--------------------|-------------------------|----------|----------------------|--------------------|------------------------|------------------|--------------------|--------------------------|-------------------------|
| | STATIONS | | | | 103 | | | STATIONS | | | | 104 | |
| | TIME-TABLE No. 116 | | | | Mixed | | | TIME-TABLE No. 116 | | | | Mixed | |
| | JUNE 12, 1938 | | | | Leave Daily Except Sun. | | | JUNE 12, 1938 | | | | Arrive Daily Except Sun. | |
| | | | | | | 8 35 AM | | Pc | PARK CITY DWY | 32.3 | Yard | | 7 40 AM |
| 1.7 | | U. P. CROSSING J | 42.0 | | f | 8 55 | 4.0 | | SNYDERVILLE | 28.3 | 4 | f | 7 07 |
| 2.5 | Mo | MAMMOTH | 42.8 | Yard | f | 9 07 | 6.3 | | STOVEN | 26.0 | 20 | f | 6 45 |
| 1.7 | | U. P. CROSSING J | 42.0 | | s | 9 20 | 8.8 | | GOGORZA | 23.5 | 22 | s | 6 42 |
| 4.0 | Q | EUREKA DW | 39.7 | Yard | s | 9 45 | 13.5 | | ALTUS | 18.8 | 12 | s | 6 18 |
| 5.0 | | KNIGHTVILLE W | 38.7 | 18 | s | 10 15 | 17.6 | | BARCLAY W | 14.7 | 16 | s | 6 03 |
| 8.8 | | CANON SIDING | 34.9 | 9 | s | 10 46 | 21.8 | | DALE W | 10.5 | 18 | f | 5 38 |
| 12.9 | | LAGUNA W | 30.8 | 14 | f | 11 00 | 24.3 | | CEMENT QUARRY | 8.0 | 9 | f | 5 25 |
| 15.8 | | HILLSIDE | 27.9 | 16 | f | 11 05 | 24.7 | | LE GRAND | 7.6 | | f | 5 20 |
| 16.2 | | PEARL PYJ | 27.5 | Wye | s | 11 45 | 29.5 | Sh | SUGAR HOUSE D | 2.8 | Yard | s | 4 45 |
| 21.6 | Gs | GOSHEN DWY | 22.1 | 21 | s | | 31.6 | | U. P. CROSSING | 0.7 | | s | |
| 24.0 | | HAROLD | 19.7 | | | 12 05 PM | 32.3 | Fy | ROPER JDNBKOW | | Yard | | 4 30 AM |
| 26.4 | | TOWNSEND | 17.3 | 14 | | | | | (32.3) | | | | Leave Daily Except Sun. |
| 28.4 | | SANTAQUIN | 15.3 | 14 | | | | | Schedule Time | | | | 3.10 |
| 32.9 | P | PAYSON D | 10.8 | 30 | | | | | Average Speed per Hour | | | | 10.2 |
| 39.9 | Fo | SPANISH FORK D | 3.8 | 24 | | | | | | | | | |
| 43.7 | Ng | SPRINGVILLE PJDW | | Yard | | | | | | | | | |
| | | (43.7) | | | | | | | | | | | |
| | | Schedule Time | | | | | | | | | | | |
| | | Average Speed per Hour | | | | | | | | | | | |

Spur at Stoven has west end connection.

Sub-Division 6-G.

Extra freight trains are ordinarily operated between Provo, Dividend and Silver City, Monday, Wednesday and Friday. Between Silver City, Iron King and Provo, Tuesday, Thursday and Saturday.

JOINT TRACK TIME-TABLE, governing trains running between U. P. and D. & R. G. W. Crossing and Mammoth

| From Mammoth | STATIONS | To Mammoth |
|--------------|----------------------------------|------------|
| | TIME-TABLE No. 116 | |
| | JUNE 12, 1938 | |
| | Mo MAMMOTH | |
| | U. P. & D. & R. G. W. Crossing J | |
| | (0.8) | |
| | Schedule Time | |
| | Average Speed per Hour | |

WESTWARD HOOPER BRANCH EASTWARD

| Miles from Cox | Sub-Division 7-A | | Miles from Roy | Capacity of Siding |
|----------------|--------------------|-----------------|----------------|--------------------|
| | STATIONS | | | |
| | TIME-TABLE No. 116 | | | |
| | JUNE 12, 1938 | | | |
| | | COX | 5.0 | 20 |
| 1.0 | | HOOPER | 4.0 | |
| 3.1 | | KINGSVILLE JCT. | 1.9 | |
| 3.9 | | BARTON | 1.1 | 32 |
| 5.0 | Ry | ROY JD | | |
| | | (5.0) | | |

SPECIAL INSTRUCTIONS—MAMMOTH BRANCH.

Trains running between U. P. crossing and Mammoth will be governed by U. P. and D. & R. G. W. joint time table. All trains and engines moving between U. P. crossing and Mammoth will operate in compliance with Rule 93. Switching must not be done or cars left standing on main track without engine attached.

| WESTWARD | | BINGHAM BRANCH | | | EASTWARD | | WESTWARD | | GARFIELD BRANCH | | | EASTWARD | |
|--------------------------|--------------------|---|----------------|----------------|--------------------------|--------------------------|------------------|---|-----------------|------|--------------------|--------------------------|--|
| SECOND CLASS | Miles from Midvale | Sub-Division 6-K STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Capacity of Siding | SECOND CLASS | Miles from Welby | Sub-Division 6-L STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Capacity of Siding | SECOND CLASS | |
| 211 Freight | | 210 Freight | 211 Freight | 210 Freight | | | | | | | | | |
| Leave Daily Except Sun. | | | | | Arrive Daily Except Sun. | Leave Daily Except Sun. | | | | | | Arrive Daily Except Sun. | |
| | 14.1 | BINGHAM | P | Yard | | | 17.0 | GARFIELD SMELTER | | Yard | | | |
| | 11.8 | 2.3 UPPER JUNCTION | | 0 | | 10 30 AM | 15.1 | 1.9 Gf GARFIELD DFW | 1.9 | 25 | | 9 10 AM | |
| | 9.0 | 2.8 DALTON | J | 16 | | | 13.4 | 1.7 EAST JUNCTION | 3.6 | | | | |
| 11 55 AM | 5.0 | 4.0 WELBY | PYJ | 50 | 7 50 AM | | 12.8 | 0.6 MAGNA | 4.2 | | | 8 50 | |
| 12 05 PM | 2.0 | 3.0 WEST JORDAN | | 25 | 7 25 | | 11 05 | 2.1 RITER | 6.3 | 71 | | 8 30 | |
| | 2.0 | 0.0 S. L. & U. CROSSING | | | | | 11 20 | 4.7 HUNTER | 11.0 | 80 | | 8 15 | |
| 12 25 PM | | 2.0 BJ MIDVALE | PJDNKFWY | Yard | 7 15 AM | | 11 50 AM | 6.0 WELBY | 17.0 | 50 | | 8 00 AM | |
| Arrive Daily Except Sun. | | (14.1) | | | Leave Daily Except Sun. | Arrive Daily Except Sun. | | (17.0) | | | | Leave Daily Except Sun. | |
| 0.30 10.0 | | Schedule Time Average Speed per Hour | | | 0.35 8.6 | 1.20 11.3 | | Schedule Time Average Speed per Hour | | | | 1.10 12.9 | |

Wye switches Welby lined and locked for Garfield Branch.

Train arriving Welby as No. 210 will assume schedule of No. 210 at Welby on SUB-DIVISION 6-L. Train arriving Welby as No. 211 will assume schedule of No. 211 at Welby on SUB-DIVISION 6-K.

| WESTWARD | | LARK BRANCH | | | EASTWARD | | WESTWARD—LITTLE COTTONWOOD BRANCH—EASTWARD | | | | | |
|-----------------|---|---|--------|--------------------|--------------------|---|--|-----------------------|-------|----------------|--------------|------------|
| Miles from Lark | Sub-Division 6-M STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Capacity of Siding | Miles from Midvale | Sub-Division 6-J STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | | | | |
| | 3.6 | LARK | DALTON | | | 3.4 | END OF TRACK | SAND PIT | SANDY | U. P. CROSSING | STATE STREET | BJ MIDVALE |
| | | | | Yard | | | | | | | | |
| | 3.6 | 3.6 DALTON | J | 16 | | | 3.1 | 0.3 SAND PIT | 27 | | | |
| | | (3.6) | | | | | 2.0 | 1.1 SANDY | 24 | | | |
| | | Schedule Time Average Speed per Hour | | | | | 1.8 | 0.2 U. P. CROSSING | | | | |
| | | | | | | | 1.0 | 0.8 STATE STREET | | | | |
| | | | | | | | | 1.0 BJ MIDVALE | Yard | | | |
| | | | | | | | | (3.4) | | | | |

Freight trains are ordinarily operated between Welby and Bingham Monday and Friday and between Welby and Lark daily except Sunday.

See Time-Table Rule 6-B governing operation over gauntlet track Sub-Division 6-J.

WESTWARD SAN PETE VALLEY BRANCH EASTWARD

| Miles from Ephraim | Sub-Division 6-E STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Miles from Nephi | Capacity of Siding |
|--------------------|---|---|-----|------------------|--------------------|
| | Rm | EPHRAIM | JDY | 34.7 | 9 |
| 7.9 | | 7.9 CHESTER | | 26.8 | 13 |
| 9.8 | | 1.9 LARSEN | | 24.9 | |
| 11.3 | | 1.5 MORONI | | 23.4 | 27 |
| 15.2 | | 3.9 FREEDOM | | 19.5 | |
| 17.6 | | 2.4 CEDAR CLIFFS | | 17.1 | |
| 20.3 | | 2.7 FOUNTAIN GREEN | | 14.4 | 10 |
| 24.6 | | 4.3 DIVIDE | | 10.1 | 8 |
| 28.8 | | 4.2 NEBO JUNCTION | | 5.9 | 13 |
| 31.4 | | 2.6 WATER TANK | W | 3.3 | |
| 32.8 | | 1.4 GYPSUM | | 1.9 | 14 |
| 34.7 | Ni | NEPHI | DY | | |
| | | (34.7) | | | |
| | | Schedule Time Average Speed per Hour | | | |

WESTWARD GOSHEN VALLEY BRANCH EASTWARD

| Miles from Pearl | Sub-Division 6-H STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Miles from Dividend | Capacity of Siding |
|------------------|---|------------------|----|---------------------|--------------------|
| 6.5 | | DIVIDEND | | | 17 |
| 6.3 | | 2.7 IRON KING | | 5.2 | |
| 3.8 | | 2.5 FLORA | Y | 2.7 | |
| 3.4 | | 0.4 EUNICE | | 3.1 | 8 |
| | | 3.4 PEARL | JY | 6.5 | 20 |
| | | (6.5) | | | |

WESTWARD CASTLE VALLEY BRANCH EASTWARD

| Miles from Crystal | Sub-Division 6-F STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Miles from Salina |
|--------------------|---|----------------------|-----|-------------------|
| | | CRYSTAL | T | 17.7 |
| 3.9 | | 3.9 SUMNER | | 13.8 |
| 9.8 | | 5.9 GOOSEBERRY | | 7.9 |
| 17.7 | Sa | 7.9 SALINA | JDY | |
| | | (17.7) | | |

WESTWARD PROVO CANYON BRANCH EASTWARD

| SECOND CLASS | Miles from Heber | Sub-Division 6-I STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Miles from Provo | Capacity of Siding | SECOND CLASS |
|--------------------------|------------------|---|---|------------|------------------|--------------------|--------------------------|
| 307 Mixed | | | | | | | 308 Mixed |
| Leave Daily Except Sun. | | | | | | | Arrive Daily Except Sun. |
| 9 35 AM | | H | HEBER | PWDY | 25.7 | Yard | 8 45 AM |
| f 9 49 | 4.0 | | 4.0 CHARLESTON | | 21.7 | 14 | f 8 23 |
| f 10 00 | 7.6 | | 3.6 WALLSBURG | | 18.1 | 12 | f 8 12 |
| f 10 19 | 13.9 | | 6.3 VIVIAN PARK | | 11.8 | 17 | f 7 53 |
| f 10 23 | 15.1 | | 1.2 UPPER FALLS | W | 10.6 | | f 7 40 |
| f 10 27 | 16.4 | | 1.3 NUNN'S | | 9.3 | 2 | f 7 33 |
| f 10 36 | 19.3 | | 2.9 OLMSTED | | 6.4 | 6 | f 7 24 |
| f 10 40 | 19.9 | | 0.6 CARYHURST | | 5.8 | 14 | f 7 20 |
| f 10 54 | 24.6 | | 4.7 SMOOT | | 1.1 | 23 | f 7 05 |
| | 25.1 | | 0.5 S. L. U. CROSSING | | 0.6 | | |
| | 25.5 | | 0.4 S. L. U. CROSSING | | 0.2 | | |
| 11 05 AM | 25.7 | Vo | PROVO | OPJKDNBFWY | | Yard | 7 00 AM |
| Arrive Daily Except Sun. | | | (25.7) | | | | Leave Daily Except Sun. |
| 1.30 17.1 | | | Schedule Time Average Speed per Hour | | | | 1.45 14.7 |

WESTWARD KENILWORTH BRANCH EASTWARD

| Miles from Kenilworth | Sub-Division 6-A STATIONS TIME-TABLE No. 116 JUNE 12, 1938 | | | Miles from Kenilworth Junction |
|-----------------------|---|------------------------|---|--------------------------------|
| | | KENILWORTH | Y | 6.2 |
| 6.2 | | 6.2 KENILWORTH JCT. | J | |
| | | (6.2) | | |

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

2. Trains on Sub-Division 6-K will leave Welby, Dalton and Bingham without clearance card.

2-A. Trains on Sub-Division 6-L will leave Welby and Garfield Smelter without clearance card. All Westward trains must secure clearance card at Garfield when there is an operator on duty.

2-B. Trains on Sub-Division 6-M will leave Dalton and Lark without clearance card.

2-C. D. & R. G. W. crews going to Ontario Mill or Park City Consolidated Mine at Park City will get clearance card from U. P. agent before going on joint track.

2-D. Trains to or from Sub-Division 6-E will leave Ephraim and Nephi without clearance card when there is no operator on duty.

2-E. Trains to or from Sub-Division 6-C will leave Colton and Clear Creek without clearance card, and will not be required to get a train order check of trains at Colton, but when first class trains are due or overdue will proceed only under flag protection in accordance with Rule 99.

2-F. On Eastward freight trains that are being main tracked at Helper, train dispatchers at Grand Junction will issue train order Form "T" (Register Check), addressed to Eastward trains, Sub-Division 6, except first-class, for the guidance of the crews on freight trains that are being main tracked at Helper. The proper time or run late orders will be issued addressed in the same manner covering late first-class trains. These orders will be delivered to Enginemen of Eastward freight trains by the Yardmaster or telegraph operator at Helper.

2-G. On two main tracks extra trains may be authorized by numbered clearance card.

2-H. Rule No. 210 is modified to the extent that when Tintic Branch train crew will pass Spanish Fork after telegraph office is closed, Agent at Spanish Fork may leave train order check and clearance for this crew in waybill box at that point.

When Park City Branch train crew will pass Sugar House after telegraph office is closed, Agent at Sugar House may leave train order check and clearance for this crew in waybill box at that point.

3. Train Register books are located at:

| | |
|----------------------------------|---------------------------------------|
| Helper | Roper (Freight and mixed trains only) |
| Thistle | Park City |
| Springville (Branch trains only) | Transfer |
| Provo (Branch trains only) | Marysvale |
| Heber | Manti |
| Midvale (Branch trains only) | Ephraim |
| Garfield | Nephi |
| Welby | |

Salt Lake City Telegraph Office

Register stations are shown in body of the Time-Table in full-faced type.

3-A. Nos. 1, 2, 5 and 6 will register at Thistle with registering ticket.

3-B. First class trains on Sub-Division 6 and 7 arriving at and departing from Salt Lake City will be registered at Roper by the Train Dispatcher through the Operator.

Passenger trains only will register at Salt Lake City.

Freight and Mixed Trains, Sub-Division 7, will register at Roper. When trains on Sub-Division 7 are registered at Roper, it will be sufficient evidence that such trains have arrived at or departed from Salt Lake City.

3-C. All first class trains will register at Transfer with register ticket. Eastward first class trains must secure clearance card at Transfer.

3-D. Nos. 210 and 211 will register at Garfield with register ticket.

4. YARD LIMIT STATIONS:

Helper to M. P. 632.6, Kyune, Colton, Soldier Summit, Gilluly, Narrows, Thistle, Springville, Provo, Midvale, East Roper, Roper, Salt Lake City, North Salt Lake, Layton, Layton to Bennett, Roy, Roy to Cox and Farnsworth, Ogden, Transfer.

Kenilworth to Kenilworth Junction.

Spring Canyon Junction.

Peerless to Mutual one yard.

Clear Creek, Scofield.

Fairview, Mt. Pleasant, Spring City, Ephraim, Manti, Gunnison, Spear-mint, Wright, Salina, Ivie, Sigurd, Richfield, Nibley to Elsinore, Marysvale, Ephraim to Nephi.

Spanish Fork, Sugar Works, Payson, Harold, Goshen, Pearl to Dividend, and Iron King, Hillside, Knightville to Silver City.

M. P. 9.5 to 12.0 Provo Canyon Branch, Heber.

West Jordan, Welby, Lead Mine to Bingham, Dalton, Riter to Garfield Smelter.

Sugar House, Alexander, Dale, Park City, Le Grand.

Midvale to End of Track, Sub-Division 6-J.

4-A. All trains will move under flag protection over track used jointly by D. & R. G. W. and S. L. & U. Electric Line from S. L. & U. Crossing (3234 feet from Switch on Tintic Branch Main Line) to Springville-Mapleton Sugar Works.

4-B. Trains and light engines moving from Garfield Smelter to Garfield, Sub-Division 6-L, must flag around curves.

4-C. All movements between D. & R. G. W. tracks at M. P. 699, at Columbia Steel Plant Yard and in Columbia Steel Plant Yard must be made under flag protection.

4-D. While in O. U. R. & D. yard Ogden employees must have copy of O. U. R. & D. Time Table. All trains and engines must move within Ogden Union Railway and Depot Company's yard limits at reduced speed, in accordance with conditions, prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Denver and Rio Grande Western R. R. Co. passenger trains and engines using the U. P. tracks on Wall Avenue or the Southern Pacific main track, against the current of traffic between 21st Street and double slip switches at 23rd Street, will do so under flag protection. If the engine is heavier than a K-59 class will use the Southern Pacific main lines between our yard and the wye opposite Southern Pacific enginehouse.

4-E. U. P. and O. U. R. & D. trains or engines will occupy main track of D. & R. G. W. Railroad at Mile Post 779.46, under flag protection.

4-F. U. P. trains or engines will enter main track of D. & R. G. W. Railroad at Union Stock Yard Junction (North Salt Lake) under protection of flag.

4-G. Within the limits of Garfield yard, all trains and engines, including those of the U. P., and B. & G. Railroads, and the Garfield Smelting Company, will be governed by Rule 93 of the D. & R. G. W. Rules and Regulations of the Operating Department.

4-H. Rule 93 is modified as follows:

First class trains must move between 8th South and 1st South in Salt Lake Union Depot Company's yard Salt Lake City and in Thistle yard on Sub-Division 6-D (Marysvale Branch) at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction.

Yard crews or others occupying these tracks must make way for first class trains without unnecessarily delaying them.

5. When inspecting air brakes on made up trains with engine attached, inspectors will include the inspection of tender brakes and engine driver brakes.

Sub-Division 6:

Running test of brakes must be made at Soldier Summit on passenger trains not stopping there for other reasons. If stop is made, regulation air brake test and inspection will be made. Westward passenger trains not stopping at Soldier Summit will stop at Thistle for inspection of foundation brake rigging and wheels.

When 75 percent, or more, of the cars are equipped for graduated release operation, in trains of passenger car equipment, the use of retaining valves will not be required and graduated system of handling will be used on eastward trains between Kyune and Castle Gate and westward trains between Soldier Summit and Thistle.

When less than 75 percent of the cars are equipped for graduated release operation one half of the retainers must be turned up on eastward trains between Kyune and Castle Gate and on westward trains between Soldier Summit and Detour and between Narrows and Rio, alternating frequently to avoid over heating of wheels.

Graduated release operation must not be used when retaining valves are in operation.

On Eastward freight trains consisting of loads only, retainers must be placed in 10-lb. position on all cars, except that retainers on the six rear cars may be placed in normal release position (handle turned down) if the retaining power is found to be excessive.

On trains of mixed loads and empties, retainers on the forward half of trains must be placed in 10-lb. position. Every other retainer on rear half of train will be placed in 10-lb. position, except that retainers on 10 rear cars may be placed in normal release position (turned down) if the retaining power is found to be excessive.

On trains of empties, retainers on the forward half of train must be placed in light (10-lb.) position.

Retainers will be turned up before leaving Soldier Summit. When it is known that it will be necessary for train to stop at Colton, retainers may be turned up at Colton instead of Soldier Summit, but must be used between Kyune and Helper.

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

Engineers should not attempt to release brakes after a full stop has been made without having a maximum main reservoir-pressure of 130 pounds.

On Westward freight trains, consisting of coal, ore or similar heavy lading, retainers must be turned up before leaving Soldier Summit. On the 20 head cars retainers will be placed in 20 lb. position, all other retainers will be placed in 10 lb. position except on the rear 6 or 8 cars, which may be placed in normal release position (turned down). At Gulluly retainers on the 20 head cars will be changed to 10 lb. instead of 20 lb. position; retainers on all except the rear 6 or 8 cars will

be continued in 10 lb. position Gilluly to Thistle. On trains consisting of light loads or mixed loads and empties, fifty percent of the retainers will be used in 10 lb. position Soldier Summit to Thistle. Beginning at the head end of train, every other retainer must be placed in 10 lb. position before leaving Soldier Summit, alternating at Gilluly. On trains consisting of empties, beginning at the head end of the train, every other retainer must be turned up in 10 lb. position before leaving Soldier Summit on the head two-thirds of the train, no retainers to be used on the rear one-third of the train. Retainers on the head two-thirds of the train will be alternated at Gilluly. When retainers are in use trainmen and engine-men 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 (turned down).

Westward freight trains consisting of coal, ore or similar heavy loads will stop at Gilluly and Narrows for inspection.

Westward trains not handling coal, ore or similar heavy loads, but consisting of light loads, or light loads and empties, will stop only at Gilluly for inspection.

On Westward freight trains approaching Gilluly, a sufficient number of hand brakes (ordinarily eight or ten) must be set on the head end of the train to bunch the slack before the stop is made and to hold the train while it is being inspected.

After the train has stopped, the rear brakeman will begin at the rear end of the train and turn down all retainers, turning them up again as soon as the air has exhausted, until he meets the head brakeman, who has, in the meantime, inspected the head end of the train, and who will, in turn, handle the retainers as above until the head end of the train is reached.

The rear brakeman will inspect the rear portion of the train after he has cared for the retainers, as above directed.

When the inspection has been completed and the train is ready to depart, release the hand brakes on head end of train, beginning with the last one set. When the train has started, the engineman must hold the slack with the engine and tank brakes to avoid slack running out of train until train brakes are applied, when driver brakes can then be released, if necessary, by the cut-out cock in the cab. This method of handling by enginemen must be followed after starting the train, descending all heavy grades.

The car limit on westward freight trains between Soldier Summit and Thistle is 85 cars when train consists of heavy loads (coal, ore or similar commodities) or when train consists of heavy loads and empties. Car limit is 100 cars when train consists of merchandise and light loads (excludes coal, ore or similar heavy loads), or light loads mixed with empties. Car limit is 100 cars when train consists entirely of empties.

Sub-Division 6-A:

Kenilworth Junction-Kenilworth: All retainers must be used on descending grades.

Sub-Division 6-B:

Spring Canyon Junction-Rains: All retainers must be used on descending grades.

Not more than 35 cars will be handled in any one train descending grade Mutual to Spring Canyon Jct., except when train consists of more than 50 per cent system equipment, 45 cars may be handled Spring Canyon to Spring Canyon Junction.

Sub-Division 6-F:

Retainers should be used in 20 lb. position on westward trains between Crystal and Salina and train should be stopped at Gooseberry for inspection and cooling of wheels.

Sub-Division 6-G and 6-H:

Water brakes must be used between Knightville and Goshen on light engines and engines attached to all freight trains.

All retainers must be used Knightville to Eureka and Knightville to Goshen.

Westward freight trains must stop just east of Loop Bridge to cool wheels and inspect train.

Trains of loads from Goshen Valley Branch will stop 10 minutes at Pearl to cool wheels and for inspection. All retainers must be used on descending grades Goshen Valley Branch and Iron King Spur.

Sub-Division 6-K:

Trains will use all retainers Bingham to Welby.

Sub-Division 6-N:

All retainers must be used between Altus and Gogorza, and between Altus and Sugar House, on freight and passenger trains.

Water brakes must be used between Altus and Sugar House, on light engines and engines attached to all freight trains.

All trains will stop at Altus to inspect brakes, and freight trains Westward will stop at Barclay and Dale to cool wheels and inspect brakes.

5-A. When there are five or more empties in train, these cars will be trained on head end of train out of Soldier Summit, except merchandise, autos and other light loads may be placed ahead of empties.

6. Railroad crossings at grade protected by signals or signals and derails:

| Sub-Division | M. P. Location | Tracks Governed | Remarks | Operated By |
|--------------|--|---|---|-------------|
| 6 | Springville 695.0 | D. & R. G. W. and S. L. & U. main tracks. | Interlocking plant. Semaphore type signals. D. & R. G. W. rules govern both roads. | |
| 6 | Ironton 698.9 | D. & R. G. W. main tracks and U. P. switch track. | Interlocking plant. Color light signals for normal movement semaphore type for reverse movement U. P. and D. & R. G. W. governed by their own rules. | |
| 6 | 705.7 | D. & R. G. W. and U. P. main tracks. | S. L. & U. governed by D. & R. G. W. rules. Automatic signals. Color Light Signals without derails. Each road governed by its own rules and special instructions. | |
| 6 | Ninth South St., Salt Lake City. 744.2 | D. & R. G. W. freight main tracks and U. P. main track. | Interlocking plant. Semaphore type signals. Each road governed by its own rules. | |
| 7 | 771.2 | D. & R. G. W. U. P. | Semi-Automatic Signal protection. See Rule 6-B. | |

Hours of Signalman at Ironton Interlocking plant are from 8:30 A. M. to 5:30 P. M., with one hour off for lunch. During period man is off duty the normal indication of Home and Distant signals will be "Proceed." (See Rule 674).

Trains approaching the following crossings at grade which are not protected by signals or derails must stop at point designated by stop board and not proceed until sure that track is clear. (See Rule 98.)

| Sub-Division | M. P. Location | Tracks Governed | Remarks | Operated By |
|--------------|----------------|-------------------------|---|------------------------|
| 6 | 700.6 | S. L. & U. | Wye Tracks Gate | D. & R. G. W. Trainmen |
| 6 | 744.2 | U. P. | Passenger Main Tracks | |
| 6-G | 42.0 | U. P. | | |
| 6-I | 0.1 | S. L. & U. | | |
| 6-I | 0.6 | S. L. & U. | | |
| 6-J | 1.8 | U. P. & D. & R. G. W. | {Semi-Automatic Crossing, protection normal position of derails and signals against D. & R. G. W. | |
| 6-K | 2.0 | S. L. & U. | | |
| 6-N | 0.7 | U. P. | | |
| 7 | 745.5 | W. P. | | |
| 7 | 745.6 | S. L. G. & W. and U. P. | Frt. Main Tracks | |
| 7 | 781.3 | S. P. | | |
| 7 | 781.7 | U. P. | Gate | D. & R. G. W. Trainmen |

UTAH STATE LAW: "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 80 rods from any street, road or highway crossing until such street, road or highway shall be crossed, but, except in towns and at terminal points, 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; 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 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 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."

Denver and Rio Grande Western switch trains will cross over the U. P. track at Fourth West and South Temple Streets, Salt Lake City, under protection of flag.

At the crossing at M. P. 42, Tintic Branch, D. & R. G. W. trains have the right to cross ahead of U. P. trains.

Semi-automatic crossing protection covers Union Pacific crossing at M. P. 1.8 (Sandy) on Sub-Division 6-J.

The normal position of derails and signals is against the D. & R. G. W. R. R.

METHOD OF NORMAL OPERATION

If Union Pacific train is approaching crossing from either direction, the switch lever should be locked and the switch lock must not be removed while the train is approaching.

If the Union Pacific track is occupied by a train or engine standing or switching, movement may be made over crossing by D. & R. G. W. train or engine after operating hand release located in signal case near switch stand, protecting by hand signals. Do not operate hand release when a Union Pacific train is approaching crossing from either direction.

When a Union Pacific train is not visible in either direction, unlock the switch controlling derails.

Lift the foot pedal and remove the switch lock, which places the signals on the Union Pacific in stop position.

Press down on the foot pedal to open the latch. Place the wedge pin in the latch to fasten it open.

Throw the lever to the opposite position, which removes the derails from the D. & R. G. W. rails.

Raise the foot pedal, insert the lock, and lock the switch in position for D. & R. G. W. movement. This clears the signals for such movement. (It is necessary for switch lock to be replaced in hasp before signals on either line will clear.)

When the movement has been made and the train has cleared the insulated joints, which are located about 20 feet from the derails, the lever must then be returned and locked in its normal position.

METHOD OF OPERATING HAND RELEASE

Turn dial to the right to the zero mark on dial and allow it to return to its normal position.

Only during the time the arrow on release is crossing the red mark on the dial, the electric lock in the switch stand is released, and switch can be thrown, but when the arrow has passed the red mark the switch stand is again locked electrically, and can only be unlocked by repeating the operation.

If signal fails to give proceed indication after the route is lined, movement over the crossing can then be made only by protecting with hand signals.

6-A. Automatic Interlocking signals govern use of crossing with U. P. at Lakota. (See Rule 667.)

6-B. Semi-automatic crossing signal protection governs use of crossing with Union Pacific-Syracuse Branch, M. P. 771.2 Sub-Division 7, consisting of color light home and semaphore type distant signals. When home signal does not clear for an approaching train be governed by the provisions of Rule 674.

6-C. Movements thru gauntlet track over State Street underpass, Sub-Division 6-J, will be as follows:

D. & R. G. W. trains will use detour track across State Street, distance of 1800 feet, about 600 feet of which is gauntlet track with Union Pacific R. R., over highway underpass. Movements thru this gauntlet track will be governed by Union Pacific operating rules, as follows:

Automatic Block Signals governing train and engine movements over gauntlet track Mile Post 47.74 Central and Southwestern District Joint Track between Cushing and Sandy, Utah, are in service.

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 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 movements are 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 an elapse 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.

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.

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.

In the event of signals failing to give proceed indication on approach and failing to give such indication in response to time release operation, D. & R. G. W.

trains will protect by flagman full distance in both directions before occupying gauntlet track.

6-D. A. B. S. Rules in effect between Helper and U. P. crossing 9th South Street, Salt Lake City, except within the limits of the home signals at Interlocking Plant Springville (S. L. & U. Crossing), the limits of which are indicated by signs reading; "Beginning of block" and "End of block." Westward trains leaving Soldier Summit must keep at least ten (10) minutes apart.

6-E. Rule 510 is modified as follows:

"Between Helper and Thistle passenger trains may pass 'Grade Signal' when the 'G' is illuminated, in the same manner as freight trains."

6-F. A. B. S. HELPER-COLTON, NORMAL AND REVERSE MOVEMENTS.

The limits of this territory are designated by signs—

"Beginning of Block for Reverse Movement"

"End of Block for Reverse Movement"

Westward signal No. 6255, located at end of two main tracks Helper, has two signals on mast, top signal governing westward movements on main track and lower signal governing westward movements to the eastward track when the cross-over located at end of two main tracks is reversed.

Circuits for the Eastward "Stop and Proceed" dwarf signal No. 6258, located at the end of two main tracks, Helper, will also govern the route over the spring switch normal to the independent lead to a point opposite Signal 6253.

A. B. S. AND OPERATION BY C. T. C.

6-G. The limits of operation by C. T. C. are designated by signs:

"Beginning of C. T. C." sign Westward, located at Dern;

"End of C. T. C." sign Westward, located at East Roper;

"Beginning of C. T. C." sign Eastward, located at East Roper;

"End of C. T. C." sign Eastward, located at Provo Passenger Depot.

Within these limits trains will be operated by indications of Automatic Block Signals controlled, Dern to Endot, inclusive, by towerman at Lehi, and controlled Midvale to East Roper, inclusive, by Dispatcher at Salt Lake City. Between Endot and East Roper, both main tracks are signalled for normal and reverse movements. Except as otherwise provided herein, A. B. S. rules govern.

When a train is stopped on the main track between switches of a siding equipped with remote control switches, the flagman need not go beyond the switch to the rear while it is lined for the siding.

Freight trains having work at Midvale must report to Dispatcher and westward freight trains having work at Provo must report to the towerman when trains will be ready to depart.

Towerman at Lehi will control all Positive A. B. S. Dern to Endot, inclusive, and Dispatcher at Salt Lake City will control all Positive A. B. S. Midvale to East Roper, inclusive.

Trains or engines leaving the main track at points not governed by positive signals, in the C. T. C. limits, will not again enter main track without written permission from Towerman or dispatcher.

Yard engines performing work at Dunford Coal spur, East Roper, must secure written permission from the dispatcher before entering the C. T. C. limits and notify dispatcher when work completed.

Maximum speed through turnouts at ends of two main tracks, and through sidings, equipped with remote control switches, will be 25 miles per hour, when the siding is seen or known to be clear, except east switch siding Midvale 15 miles per hour, cross-over switches and switch entering yard at East Roper 15 miles per hour.

REMOTE CONTROL AND HAND-THROW SWITCHES

6-H. The main track switches at the east and west ends of sidings, Geneva, American Fork, Lehi, Mesa, Olivers, Riverton and the double track switch Endot are remotely controlled and operated by Towerman at Lehi. The main track switches at the east and west ends of siding Midvale and crossover switches at west end Midvale yard and cross-over switches and switch entering yard East Roper are remotely controlled and operated by dispatcher Salt Lake City.

All other main track switches between Dern and East Roper are manually operated and must not be operated except when authorized by Towerman or dispatcher.

6-I. Switch at the west end of the eastward passing track Thistle, MP-682.4 and at the east end of the westward passing track Thistle, MP-680.3 are remotely controlled and operated by the Operator at Thistle.

Signal 6822 has two signals on mast. Top signal governs movement on the unrestricted route and the lower signal governs restricted movements through the turnout. Westward dwarf signal 6821 governs westward movements on the main track and dwarf signal 6821-A governs westward movements from the siding.

Westward positive signal 6803 has two signals on mast. Top signal governs movement on the unrestricted route and the lower signal governs restricted movements through the turnout. Eastward positive dwarf signal 6804 governs eastward movements on the main track and eastward positive dwarf signal 6804-A governs movements from the siding.

Movements on sidings are not protected by ABS between clearance points. Maximum speed through turnouts 15 miles per hour.

Operator at Thistle controls all positive automatic signals, east and west ends of Thistle sidings.

Intermediate hand throw switches on sidings must be lined and locked for siding when not in use, such switches will display clear indication when lined for the siding and yellow indication when lined for turnout and will be equipped with switch lights.

7. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped "Good on Freight Trains."

To comply with Rule 91, in non-A. B. S. territory, Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including caretakers of livestock, banana messengers, etc., also sectionmen, bridgemen and other employees riding as passengers.

7-A. Passengers may be carried on freight trains on Scofield Branch, Tintic Branch and between Nephi and Manti and Salina and Crystal.

7-B. Rule 91 is modified to the extent that trains being operated between Union Station Salt Lake City and U. P. crossing 9th South are required to keep only five minutes apart.

8. All employees are hereby notified of close clearance of structures, etc., located on the main track and on sidings, as follows:

| Sub-Div. | Mile | Description | Side or Overhead |
|----------|-------|--|--------------------|
| 6 | 626.5 | Helper, Freight House Platform | Side. |
| 6 | 626.6 | East Water Crane, EB ML | Side. |
| 6 | 626.7 | West Water Crane, EB ML | Side. |
| 6 | 626.7 | West Water Crane, WB ML | Side. |
| 6 | 629.5 | ABS 6295 Main Lines | Side. |
| 6 | 630.3 | Water Crane, WB ML | Side. |
| 6 | 632.0 | Bridge 632.02, EB ML | Side. |
| 6 | 636.1 | Nolan Tunnel, E. B. Track | Overhead. |
| 6 | 638.7 | ABS 6387-E Main Lines | Side. |
| 6 | 638.8 | ABS 6388-W Main Lines | Side. |
| 6 | 639.3 | Water Crane, Kyune Pass | Side. |
| 6 | 639.8 | Bridge 639.84, WB ML | Side. |
| 6 | 639.8 | Bridge 639.84, EB ML | Side. |
| 6 | 651.7 | Viaduct | Overhead. |
| 6 | 661.0 | West Water Crane, EB ML | Side. |
| 6 | 661.0 | East Water Crane, EB Pass | Side. |
| 6 | 661.0 | West Water Crane, WB ML | Side. |
| 6 | 661.0 | West Water Crane, WB Pass | Side. |
| 6 | 680.9 | Coal Chute, Old Main Track | Side. |
| 6 | 702.8 | Provo River Bridge | Side. |
| 6 | 713.7 | American Fork—Warehouse, Siding | Side. |
| 6 | 734.5 | Morrison-Merrill Fence, Stock Yards Track | Side. |
| 6 | 742.5 | Roper—Two crossover switches west of 21st South, Main Line | Side. |
| 6 | 743.0 | S. L. & U. Railway Bridge, EB | Side. |
| 6 | 743.0 | S. L. & U. Railway Bridge, WB | Side. |
| 6 | 744.8 | Viaduct—Freight Tracks | Overhead. |
| 6-B | 6.3 | Goose Island Rescreener Plant | Side and overhead. |
| 6-B | 7.0 | Mutual Mine Tipple | Side and overhead. |
| 6-C | 21.1 | Clear Creek Mine Tipple | Side and overhead. |
| 6-C | 21.5 | Eagle Mine Tipple | Side and overhead. |
| 6-D | 14.8 | Stockyard Platform | Side. |
| 6-D | 32.0 | Freight House Platform | Side. |
| 6-D | 38.6 | Station Platform | Side. |
| 6-D | 53.4 | Station Platform | Side. |
| 6-D | 60.8 | Station Platform | Side. |
| 6-D | 60.8 | Central Utah Wool Co. platform | Side. |
| 6-D | 66.3 | Beet Dump | Side. |
| 6-D | 70.5 | Station Platform | Side. |
| 6-D | 72.9 | Cauliflower Platform | Side. |
| 6-D | 82.5 | Salt House | Side. |
| 6-D | 86.4 | Stock Yard Platform | Side. |
| 6-D | 86.4 | Platform on Wye | Side. |
| 6-D | 103.7 | Station Platform | Side. |
| 6-D | 111.7 | Station Platform | Side. |
| 6-D | 122.5 | Sevier Tunnel | Overhead. |
| 6-D | 132.0 | Stock Yard Platform | Side. |
| 6-G | 3.8 | Station Platform | Side. |
| 6-G | 5.6 | Bridge 5.55 | Side. |
| 6-G | 10.8 | Station Platform | Side. |
| 6-G | 17.3 | Bulkhead to Beet Dump | Side. |
| 6-G | 22.1 | Station Platform | Side. |
| 6-G | 29.0 | Rock Dump | Side. |
| 6-G | 30.2 | Tunnel | Overhead. |
| 6-G | 31.3 | Rock Bank | Side. |
| 6-G | 32.2 | Bridge 32.21 | Side. |
| 6-G | 33.3 | Rock Bank | Side. |
| 6-G | 34.6 | Tunnel | Side and overhead. |
| 6-G | 35.3 | Rock Bank | Side. |
| 6-G | 35.8 | Rock Bank | Side. |
| 6-I | 6.2 | Bridge 6.24 | Side. |

| Sub-Div. | Mile | Description | Side or Overhead |
|----------|-------|--|--------------------|
| 6-I | 6.8 | Rock Cut | Side. |
| 6-I | 7.8 | Rock Cut | Side. |
| 6-I | 8.3 | Bridge 8.75 | Side. |
| 6-I | 18.1 | Retaining Wall | Side. |
| 6-I | 21.7 | Station Platform | Side. |
| 6-J | 2.8 | Sandy, Loading Chute, Passing Track | Side and overhead. |
| 6-K | .05 | U. S. Smelter | Overhead. |
| 6-K | .06 | U. S. Smelter Bridge | Overhead. |
| 6-K | .06 | U. S. Smelter Flume | Overhead. |
| 6-K | 14.1 | Cribbing on High Line | Side. |
| 6-N | 7.6 | Le Grand—Rock Quarry, Passing Track | Side and overhead. |
| 6-N | 8.0 | Cement Quarry, Passing Track | Side. |
| 6-N | 18.6 | Tunnel | Side and overhead. |
| 6-N | 32.0 | Park City, Keystone Loading Station | Side and overhead. |
| 6-N | 32.3 | Park City, Silver King Loading Station | Side. |
| 6-N | 32.3 | Station Platform | Side. |
| 7 | 750.9 | North Salt Lake Stock Yards | Side. |
| 7 | 769.6 | Wagon Bridge | Overhead. |

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions.

9-A. Trains must not exceed the maximum speeds prescribed below:

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

| Territory | TERRITORY | |
|---|------------------------------------|----------------------------------|
| | Passenger Trains Miles per Hour | Freight Trains Miles per Hour |
| Sub-Division 6: | | |
| Kyune-Lynn, eastward | 30 | 20 |
| Lynn-Helper | 30 | 15 |
| Kyune-Helper, light engines eastward | 25 | 25 |
| Soldier Summit-Detour | 30 | 15 |
| Detour-Rio | 35 | 20 |
| Rio-Thistle | 40 | 20 |
| Trains not handling coal, ore, or similar heavy loads, but consisting only of light loads or light loads and empties, Soldier Summit-Gilluly | | 20 |
| Gilluly-Thistle | | 25 |
| Light engines, Soldier Summit-Thistle | | 25 |
| Thistle to Moark | 60 | 40 |
| Moark to Dern | 65 | 50 |
| Dern to Endot | 70 | 50 |
| Endot to Salt Lake City | 65 | 50 |
| All other main line territory | 55 | 40 |
| Coal or ore trains, Thistle to Salt Lake City (Between Moark and Salt Lake City Nos. 61, 73, 75 and 31, when handling coal or ore, are not considered as coal or ore trains.) | | 35 |
| Sub-Division 7: | | |
| Salt Lake City, between 8th North and 9th south | 12 | 12 |
| Ogden Union Depot yard | 5 | 5 |
| Sub-Division 6-A: | | |
| Kenilworth Jet.-Kenilworth | | 12 |
| Sub-Division 6-B: | | |
| Spring Canyon Jet.-Spring Canyon | | 10 |
| Spring Canyon to Mutual | | 6 |
| Sub-Division 6-C: | | |
| Colton-Clear Creek | | 15 |
| Sub-Division 6-D: | | |
| Between Thistle and Marysvale | 35 | 25 |
| Between Thistle and Marysvale, stock trains | | 30 |
| Sub-Division 6-E: | | |
| Between Ephraim and Divide | 18 | 15 |
| Between Divide and Nephi | 12 | 12 |
| Sub-Division 6-F: | | |
| Between Salina and Crystal | 12 | 12 |

| TERRITORY | Passenger Trains Miles per Hour | Freight Trains Miles per Hour |
|--|------------------------------------|----------------------------------|
| Sub-Division 6-G: | | |
| Between Silver City and Pearl..... | 20 | 12 |
| Between Pearl and Springville..... | 35 | 25 |
| Bridges 29.64, 32.21..... | 6 | 6 |
| Sub-Division 6-H: | 12 | 12 |
| Sub-Division 6-I: | 25 | 20 |
| Sub-Division 6-J: | | |
| Between Midvale and End of Track..... | 15 | 15 |
| Sub-Division 6-K: | | |
| | 20 | 12 |
| Sub-Division 6-L: | | |
| | 30 | 20 |
| Sub-Division 6-M: | | |
| | 20 | 12 |
| Sub-Division 6-N: | | |
| Between Roper and Gogorza..... | 20 | 12 |
| Between Gogorza and Park City..... | 25 | 20 |
| Main Street, Salt Lake City..... | 8 | 8 |
| State Street, Salt Lake City..... | 8 | 8 |
| Sub-Division 7-A: | 20 | 12 |
| All Sub-Divisions, except where Sub-Division restrictions in certain territory require lower speed: | | |
| Thru turn outs equipped with spring switches, except when lower speed is specified by time table or slow board..... | 25 | 25 |
| Thru turn out spring switches Nolan, Kyune and East Roper..... | 15 | 15 |
| Thru turn outs equipped with remote control, except east switch siding Midvale and thru cross-over East Roper..... | 25 | 25 |
| On straight track when trailing thru spring switches In or out of other turn outs..... | 30 | 30 |
| Approaching and thru interlockers except Ironton..... | 15 | 15 |
| Approaching and thru interlocker Ironton..... | 35 | 25 |
| Approaching and thru interlocker Ironton for coal and ore trains..... | 45 | 45 |
| Over railroad crossing Lakota..... | 35 | 35 |
| Over railroad crossing M. P. 771.2..... | 30 | 30 |
| Over railroad crossings not interlocked..... | 30 | 25 |
| Mallet engines (except L-105, L-131 and L-132 Class) M-67 and M-78 class engines..... | 25 | 20 |
| L-105..... | 35 | 35 |
| L-131 and L-132 class engines..... | 50 | 50 |
| F-81 class engines..... | 65 | 65 |
| K-59 class engines..... | 40 | 40 |
| Engines backing up..... | 40 | 40 |
| Engines 55..... | 20 | 20 |
| Trains hauling dead engines with side rods up..... | 25 | 25 |
| Dead engines with side rods all down..... | 15 | 15 |
| With one pair wheels swinging..... | 10 | 10 |
| Steam derricks, steam shovels, clam shells, ditchers, pile drivers, scale test cars except 010897, K-J and Western Air dump cars and loaded system coke racks..... | 25 | 25 |

Freight trains leaving Soldier Summit Westward must not exceed a speed of six miles per hour while pulling out of yard.

Eastward freight trains must use not less than:
23 minutes Kyune to Lynn.

Westward freight trains handling coal, ore or similar heavy loads, must use not less than:

38 minutes..... Soldier Summit to Gilluly,
19 minutes..... Gilluly to Detour,
20 minutes..... Detour to Narrows,
25 minutes..... Narrows to Thistle.

Westward freight trains not handling coal, ore or similar heavy loads, but consisting of only light loads or light loads and empties, must use not less than:
28 minutes..... Soldier Summit to Gilluly,
47 minutes..... Gilluly to Thistle.

9-B. City ordinance speed limits as follows:

| STATION | Miles per Hour |
|---|---------------------------------|
| Helper..... | 20 |
| Springville..... | 30 |
| Provo..... | 30 |
| American Fork..... | 30 |
| Lehi..... | 30 |
| Midvale..... | 12 |
| Mt. Pleasant..... | 12 |
| Murray..... | 25, crossings 10 miles per hour |
| Salt Lake City, 9th So. to 8th No. Streets..... | 12 |

9-C. Bridges over Jordan River and East Jordan Canal at Nash Pit Spur must not be used by any engine larger than K-59 class.

The trestle at the Sugar House Coal Company at Sugar House must not be used by engines. In making placements, sufficient cars should be used to avoid necessity of engine going onto the trestle.

10. Company surgeons are located as follows:

| Name | Location | Name | Location |
|--|-----------------|---|-----------------|
| Geo. H. Curfman, Chief Surgeon..... | Denver. | K. B. Castleton..... | Salt Lake City. |
| R. S. Allison, Asst. Chief Surgeon..... | Salt Lake City. | J. J. Galligan..... | Salt Lake City. |
| A. R. Demman..... | Helper. | Clark L. Rich..... | Ogden. |
| E. V. Long..... | Castle Gate. | J. R. Morrell..... | Ogden. |
| John R. Anderson..... | Springville. | L. R. Pugmire, Oculist and Aurist..... | Ogden. |
| L. D. Stewart..... | Payson. | W. R. Wherritt..... | Heber. |
| A. E. Robison..... | Provo. | Max W. Stewart..... | Dividend. |
| L. W. Oaks, Eye..... | Provo. | S. B. Rigby..... | Fairview. |
| J. F. Noyes..... | American Fork. | H. E. Dice..... | Moron. |
| E. Eddington..... | Lehi. | R. E. Jorgenson..... | Ephraim. |
| A. J. Hosmer..... | Midvale. | Lucian Sears..... | Manti. |
| F. R. Slopanskey, Oculist and Aurist..... | Salt Lake City. | C. L. Merrill..... | Salina. |
| M. C. Lindem..... | Salt Lake City. | T. R. Gledhill..... | Richfield. |
| F. D. Spencer..... | Salt Lake City. | K. L. Jenkins..... | Marysville. |
| | | T. C. Weggeland..... | Garfield. |
| | | T. E. Clark..... | Park City. |
| | | O. W. Hardy..... | Clear Creek. |

10-A. Hospitals are located as follows:

| | |
|-------------------------------|-----------------|
| St. Marks and Holy Cross..... | Salt Lake City. |
| Dee Memorial..... | Ogden. |

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.—

When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

Personal Injury Report Form 3922.
Names of Passengers (Form 4009)
Names of Witnesses (Form 4000)
Ejectment (Form 3926)
Inspection (Form 4012)
Fire Report (Form 4119)
Stock Report (Enginemmen, Form 3511)
Stock Report (Sectionmen, Form 4117)

10-C. SURGICAL ATTENTION.—(Passengers and Employees): Whenever passengers or employes 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.

(Others): When persons not employes or passengers (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.

10-D. 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.

CONDITIONAL TRAIN STOPS

11. No. 2 will stop at any station to discharge through pay passengers from connections at Provo, Salt Lake and Ogden.

No. 2 will stop at any station to pick up pay passengers for points east of Grand Junction.

No. 2 will stop at any station between Salt Lake City and Provo to pick up pay passengers for east of Thistle.

No. 1 will stop at any station to discharge pay passengers.

Nos. 5 and 6 will stop at any station to discharge or pick up pay passengers ticketed through from or to foreign lines, and will stop at Provo to discharge or pick up pay passengers to or from Denver.

Nos. 11 and 12 will stop at Birds Eye Marble Spur, Clinton, and on signal at Ivie and Grove.

12. Switch at end of two main tracks, Helper, will be kept lined for westward track. Switch at end of two main tracks, Dern, will be kept lined for eastward track.

12-A. SPRING SWITCHES

| Miles from Denver | Location Spring Switches | Normal Positions |
|-------------------|--------------------------------|-----------------------|
| 625.6 | Helper | D. T. Westward |
| 625.7 | Helper | Independent Lead |
| 634.8 | Nolan-East end passing track | E. B. Main Line |
| 635.7 | Nolan-West end siding | W. B. Main Line |
| 638.9 | Kyune-East end passing track | E. B. Main Line |
| 656.2 | Scenic-East end passing track | E. B. Main Line |
| 661.4 | Gilluly-West end passing track | W. B. Main Line |
| 665.0 | Detour-East end passing track | E. B. Main Line |
| 671.6 | Narrows-East end siding | E. B. Main Line |
| 672.7 | Narrows-West end passing track | W. B. Main Line |
| 681.5 | Thistle-West end passing track | W. B. Main Line |
| 702.6 | Dern | Entering double track |
| 740.7 | East Roper | E. B. Main Line |

12-B. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

| Miles from Denver | Points | Miles from Denver | Points | Miles from Denver | Points |
|-------------------|-----------|-------------------|-----------|-------------------|-----------|
| 626.6 | Trailing. | 651.8 | Facing. | 681.0 | Trailing. |
| 626.8 | Facing. | 654.3 | Trailing. | 682.3 | Trailing. |
| 627.4 | Trailing. | 655.2 | Facing. | 682.3 | Facing. |
| 628.8 | Trailing. | 656.1 | Facing. | 684.1 | Facing. |
| 629.6 | Facing. | 657.3 | Trailing. | 685.0 | Trailing. |

| Miles from Denver | Points | Miles from Denver | Points | Miles from Denver | Points |
|-------------------|-----------|-------------------|-----------|-------------------|-----------|
| 630.1 | Trailing. | 660.2 | Facing. | 688.6 | Trailing. |
| 630.6 | Trailing. | 660.2 | Trailing. | 695.7 | Trailing. |
| 631.2 | Facing. | 661.8 | Facing. | 695.7 | Facing. |
| 631.6 | Trailing. | 661.8 | Trailing. | 699.2 | Facing. |
| 637.1 | Trailing. | 665.0 | Facing. | 699.9 | Trailing. |
| 641.9 | Trailing. | 666.1 | Trailing. | 700.4 | Trailing. |
| 644.1 | Trailing. | 671.6 | Trailing. | 700.9 | Trailing. |
| 644.7 | Trailing. | 672.7 | Facing. | 701.0 | Facing. |
| 645.3 | Facing. | 676.4 | Facing. | 735.9 | Trailing. |
| 650.3 | Trailing. | 677.1 | Trailing. | 740.8 | Facing. |
| 650.8 | Facing. | 680.0 | Facing. | 742.5 | Facing. |
| 651.2 | Facing. | 680.7 | Facing. | 743.6 | Trailing. |
| 651.6 | Trailing. | 680.9 | Facing. | | |

13. Water Tank at Utah Sugar Works, M. P. 715.7.
Water Tank at Mill Fork, M. P. 669.8.

14. The following are auxiliary lines (see rules 14-T and 14-U):

| | | | |
|-----------------|------------------|---------|------------------|
| Kenilworth Jct. | Sub-Division 6-A | Provo | Sub-Division 6-I |
| Spring Canyon | | Midvale | Sub-Division 6-J |
| Jct. | Sub-Division 6-B | Midvale | Sub-Division 6-K |
| Colton | Sub-Division 6-C | Welby | Sub-Division 6-L |
| Thistle | Sub-Division 6-D | Dalton | Sub-Division 6-M |
| Ephraim | Sub-Division 6-E | Roper | Sub-Division 6-N |
| Salina | Sub-Division 6-F | Pearl | Sub-Division 6-G |
| Springville | Sub-Division 6-G | Roy | Sub-Division 7-A |

15. When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

ADJUSTED TONNAGE RATINGS

| FROM | TO | Class L-131L-132 Engines 3600-3619 | Class L-107 Engines 3500-3509 | Class L-105 Engines 3700-3709 | Class L-95 Engines 3400-3415 | Class L-62 Engines 3300-3307 | Class F-81 Engines 1400-1409 | Class M-75 Engines 1600-1609 | Class M-64 M-67 Engines 1700-1713 1501-1510 1521-1530 | Class K-59 Engines 1200-1213 | Class C-48 Engines 1131-1199 Super-heated | Class C-38-39-41 Engines 900-925 1000-1029 | Class T-29 T-31 Engines 760-793 | Adjustment Factor |
|---------------------|----------------|------------------------------------|-------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---|------------------------------|---|--|---------------------------------|-------------------|
| | | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons |
| Helper | Kyune | 1900 | 1500 | 1300 | 1170 | 870 | 1250 | 1110 | 975 | 760 | 600 | | | 3 |
| Salt Lake | Thistle | | 4770 | 5000 | 3920 | 3200 | 3750 | 3320 | 2980 | 2260 | 2080 | | 1280 | 6 |
| Thistle | Soldier Summit | 2250 | 1860 | 1640 | 1460 | 1080 | 1500 | 1310 | 1200 | 940 | 850 | | | 3 |
| Provo | Salt Lake | | 6580 | 7000 | 5720 | 3750 | 6000 | 5320 | 4700 | 3600 | 3250 | | 2000 | 8 |
| Salt Lake | Ogden | | | | | | | | 3500 | 3100 | 2750 | | 1700 | 8 |
| Ogden | Salt Lake | | | | | | | | 3500 | 3100 | 2750 | | 1700 | 8 |
| Kenilworth Junction | Kenilworth | | | | 1040 | 625 | | | | | 525 | | | 2 |
| Colton | Scotfield | | | | | | | | | | 810 | 670 | | 3 |
| Scotfield | Clear Creek | | | | | | | | | | 540 | 440 | | 2 |
| Sugar House | Altus | | | | 550 | 330 | | | | | 320 | 275 | | 1 |
| Gogorza | Altus | | | | 1000 | 650 | | | | | 590 | 495 | | 2 |
| Midvale | Welby | | | | 1385 | 930 | | | | | 680 | 580 | | 2 |
| Welby | Dalton | | | | | | | | | | | 525 | | 2 |
| Dalton | Bingham | | | | | | | | | | | 285 | | 1 |
| Welby | Midvale | | | | 2220 | 1480 | | | | | 1100 | 930 | | 4 |
| Garfield | Welby | | | | 3560 | 2430 | | | | | 1790 | | | 5 |
| Provo | Heber | | | | | | | | | | 750 | 620 | | 3 |
| Springville | Santaquin | | | | | 1950 | | | | | 1500 | | | 5 |
| Goshen | Santaquin | | | | | 1950 | | | | | 1500 | | | 5 |
| Goshen | Knightville | | | | | 625 | | | | | 450 | | | 2 |
| Silver City | Knightville | | | | | 800 | | | | | 580 | | | 2 |
| Pearl | Dividend | | | | | 450 | | | | | 350 | | | 1 |
| Thistle | Hilltop | | 2275 | | 1985 | 1250 | | | | | 1040 | 860 | 620 | 4 |
| Salina | Hilltop | | 3390 | | 3035 | 1975 | | | | | 1570 | 1470 | 930 | 5 |
| Nephi | Divide | | | | | | | | | | 320 | 275 | 175 | 1 |

TONNAGE RATINGS

These ratings are the usual tonnage ratings for dead freight trains. Chief Dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify.

In computing tonnage, the adjustment factor represents the number of tons, which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.

OPEN HOURS OF TELEGRAPH OFFICES

| | Week-Day Hours | Sunday and Holiday Hours | | Week-Day Hours | Sunday and Holiday Hours |
|----------------------|---------------------------|---------------------------|-------------------|--------------------------|--|
| Helper..... | Continuous | Continuous | Gunnison..... | 7:00 a. m. to 4:00 p. m. | Closed |
| Kyune..... | Continuous | Continuous | Salina..... | 7:30 a. m. to 4:30 p. m. | 7:30 a. m. to 9:30 a. m. |
| Soldier Summit..... | Continuous | Continuous | Sigurd..... | 7:50 a. m. to 4:50 p. m. | Closed |
| Thistle..... | Continuous | Continuous | Richfield..... | 8:00 a. m. to 5:00 p. m. | 8:00 a. m. to 10:00 a. m. |
| Springville..... | 8:00 a. m. to 5:00 p. m. | 8:00 a. m. to 5:00 p. m. | Elsinore..... | 6:30 a. m. to 3:30 p. m. | Closed |
| Provo..... | Continuous | Continuous | Marysvale..... | 6:30 a. m. to 3:30 p. m. | { 9:00 a. m. to 11:00 a. m. 12:01 p. m. to 2:01 p. m. |
| Midvale..... | 7:00 a. m. to 11:00 p. m. | 7:00 a. m. to 11:00 p. m. | Spanish Fork..... | 9:00 a. m. to 6:00 p. m. | Closed |
| Roper..... | Continuous | Continuous | Payson..... | 8:00 a. m. to 5:00 p. m. | Closed |
| Salt Lake City..... | Continuous | Continuous | Goshen..... | 9:00 a. m. to 6:00 p. m. | Closed |
| North Salt Lake..... | 7:15 a. m. to 4:15 p. m. | Closed | Eureka..... | 8:00 a. m. to 5:00 p. m. | Closed |
| Layton..... | 8:00 a. m. to 5:00 p. m. | Closed | Heber..... | 8:00 a. m. to 5:00 p. m. | Closed |
| Roy..... | 8:00 a. m. to 5:00 p. m. | Closed | Garfield..... | 7:30 a. m. to 4:30 p. m. | Closed |
| Transfer..... | Continuous | Continuous | Sugar House..... | 7:00 a. m. to 4:00 p. m. | Closed |
| Fairview..... | 9:00 a. m. to 6:00 p. m. | Closed | Park City..... | 8:00 a. m. to 5:00 p. m. | Closed |
| Mt. Pleasant..... | 8:00 a. m. to 5:00 p. m. | Closed | | | |
| Ephraim..... | 9:00 a. m. to 6:00 p. m. | Closed | | | |
| Manti..... | 6:35 a. m. to 3:35 p. m. | 1:35 p. m. to 3:35 p. m. | | | |

Tracks not Shown as Stations in Time-Table

| NAME | Mile | Car Capacity | Switch Connection | NAME | Mile | Car Capacity | Switch Connection |
|--|-------|--------------|-------------------|---|------|--------------|-------------------|
| SUB-DIVISION 6 | | | | SUB-DIVISION 6-N | | | |
| Kenilworth Junction..... | 627.4 | Yard | West | Temple..... | 1.0 | 39 | E. & W. |
| Lynn..... | 632.0 | 100 | East | Forest Dale..... | 2.0 | 15 | E. & W. |
| Mill Fork..... | 669.8 | 11 | West | Wilford..... | 2.6 | 55 | West |
| Diamond..... | 683.1 | 5 | West | Alexander..... | 5.4 | 4 | West |
| Castilla Sand Spur..... | 684.8 | 9 | West | Fletcher (Disconnected)..... | 27.0 | 2 | West |
| Law..... | 692.1 | 12 | West | Mackintosh Sampler..... | 31.6 | Yard | West |
| Ironton { Republic Creosoting Co. Columbia Steel Co. Pacific States Cast Iron Pipe Co. } | 699.0 | Yard | E. & W. | Ontario Mine Spur..... | 33.9 | 18 | East |
| Knudsen..... | 702.4 | 12 | East | SUB-DIVISION 6-I | | | |
| Cronin..... | 706.9 | 17 | East | Knight Coal Co..... | 0.7 | 9 | East |
| Love..... | 708.3 | 8 | West | Provo Ice and Storage Co..... | 1.7 | 5 | West |
| Wing..... | 712.4 | 18 | E. & W. | Provo Pressed Brick Works..... | 2.1 | 15 | West |
| Utah Sugar Works..... | 715.7 | 75 | E. & W. | Booth Spur..... | 3.6 | 13 | West |
| Lampton..... | 730.7 | 20 | East | Deer Creek..... | 16.4 | 10 | E. & W. |
| Gaddie..... | 732.7 | 11 | East | SUB-DIVISION 6-G | | | |
| Smelter..... | 737.4 | 92 | E. & W. | Springville-Mapleton Sugar Factory..... | 1.6 | 85 | West |
| Fire Clay, Westward Track..... | 739.0 | 27 | East | Snell..... | 3.1 | 12 | East |
| Dunford, Westward Track..... | 740.6 | 10 | East | Spanish Fork Sugar Factory..... | 5.1 | 93 | E. & W. |
| SUB-DIVISION 7 | | | | SUB-DIVISION 6-H | | | |
| Evona..... | 779.9 | 30 | East | Iron King..... | 6.1 | 22 | E. & W. |
| Amalgamated Sugar Works..... | 779.5 | 146 | East | SUB-DIVISION 6-D | | | |
| Taylor..... | 777.6 | 12 | E. & W. | Birdseye Marble..... | 4.6 | 2 | West |
| Star Canning Works..... | 774.3 | 20 | East | Manning..... | 37.1 | 10 | East |
| Gifford..... | 773.6 | 20 | E. & W. | Spearmint..... | 75.0 | 115 | E. & W. |
| Clearfield..... | 772.0 | 12 | East | Wright..... | 81.0 | 192 | West |
| Smith's Canning Co..... | 771.2 | 24 | West | Harding..... | 88.6 | 8 | West |
| Mabey..... | 771.0 | 11 | West | Edith (Disconnected)..... | 88.9 | 8 | None |
| Smith's Siding..... | 770.7 | 9 | East | Ivie—Mill Spur..... | 90.2 | 12 | West |
| Ellison..... | 769.2 | 8 | West | Ivie—Beet Spur..... | 90.3 | 17 | East |
| Layton Sugar Works..... | 768.0 | 150 | West | Kane..... | 93.5 | 24 | E. & W. |
| Flint..... | 766.0 | 9 | East | Bastian..... | 94.8 | 9 | West |
| Haight..... | 762.1 | 6 | West | Gurr (Jumbo Mill Spur)..... | 97.1 | 9 | West |
| Valencia..... | 755.2 | 12 | East | Jumbo Mill..... | 97.6 | 30 | West |
| Elliott..... | 751.2 | 10 | East | Emil..... | 98.7 | 9 | West |
| SUB-DIVISION 7-A | | | | SUB-DIVISION 6-K | | | |
| Kingsville..... | 1.7 | 35 | West | U. S. Smelter..... | 0.5 | Yard | West |
| Farnsworth (Interstate Sugar Co. Track)..... | 1.6 | 22 | West | West Jordan Milling Co..... | 0.8 | 8 | West |
| Farnsworth (West Point Canning Co.)..... | 1.6 | 12 | West | Robbe..... | 9.5 | 2 | East |
| Hooper Sugar Works..... | 3.5 | 99 | West | SUB-DIVISION 6-M | | | |
| Hooper Canning Works..... | 3.6 | 21 | West | Snyder..... | 2.8 | 4 | West |
| Cox..... | 5.0 | 20 | West | SUB-DIVISION 6-E | | | |
| SUB-DIVISION 6-C | | | | SUB-DIVISION 6-L | | | |
| Monay Coal Co..... | 13.8 | 22 | West | Bagnall..... | 6.9 | 6 | West |
| SUB-DIVISION 6-K | | | | SUB-DIVISION 6-L | | | |
| U. S. Smelter..... | 0.5 | Yard | West | Phoenix (Disconnected)..... | 21.1 | 2 | West |
| West Jordan Milling Co..... | 0.8 | 8 | West | | | | |
| Robbe..... | 9.5 | 2 | East | | | | |

SIGNAL MAINTAINERS

| Headquarters | Signal District | |
|----------------|-----------------|----------|
| | From | To |
| Helper | ABS 6251 | ABS 6394 |
| Soldier Summit | ABS 6395 | ABS 6650 |
| Thistle | ABS 6649 | ABS 6948 |
| Provo | ABS 6953 | ABS 7146 |
| Lehi | ABS 7145 | ABS 7344 |
| Salt Lake City | ABS 7343 | ABS 7442 |

LOCAL WATCH INSPECTORS

| Name | Location |
|------------------------|----------------|
| Packer & West..... | Ogden |
| H. B. Miller & Co..... | Salt Lake City |
| G. H. Heindselman..... | Provo |
| Elite Jewelry Co..... | Helper |
| Ray C. Mills..... | Manti |