Safety Service

L. B. Coleman
Assistant Superintendent
Salt Lake City

C. D. Miller
Trainmaster
Salt Lake Terminal
Salt Lake City

R. O. Barber
Trainmaster
Helper

C. E. McEnany
Trainmaster
Provo

D. L. Tripp
Assistant Trainmaster
Salina

E. F. Marshall
Assistant Trainmaster Special Assignment
Salt Lake City

E. H. Lundstrom
A. Elton
B. H. Wagner
Road Foremen of Equipment
Salt Lake City

C. J. Graff
Chief Dispatcher
Salt Lake City

W. C. Lievsay
G. D. O'Connor
Assistant Chief Dispatchers
Salt Lake City

D. & R. G. W.—Salt Lake

The Denver and Rio Grande Western Railroad Company

SALT LAKE DIVISION

TIME-TABLE

No. 133

Takes Effect Sunday, March 20, 1949

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 132
And Supplement Thereto

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

A. E. PERLMAN
General Manager

L. F. WILSON,
Assistant General Manager

L. H. HALE,
Superintendent Transportation

B. H. DECKER,
Superintendent

Timetable 132 eff 10 Oct 1948
134 26 March 1950

ADJUSTED TONNAGE RATINGS

2-8-2 2-8-2 4-6-6-4 2-8-2 2-6-6-2 2-6-6-2 4-8-4 2-10-2 4-8-2 4-8-4 2-8-2 2-8-0

FROM	TO	Class L-131 L-132 Engines 3600-3619	Class L-107-109 Engines 3500-3509 3550-3564	Class L-105 Engines 3700-3714	Class L-95 Engines 3400-3415 x	Class L-76 Engines 3350-3351	Class L-62 Engines 3300-3307	Class M-68 Engines 1800-1804	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-67 Engines 1501-1510 1515 1520-1530	Class M-64 Engines 1700-1713	Class K59-K63 Engines 1200-1213 1220-1229	Class C-48 Engines 1131-1199 Superheated	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Helper	Kyune	1900	1500	1400	1170		800	920	1250	1110	975	920	760	600	3
Salt Lake	Thistle		4770	5000	3920		3200	3300	3750	3320	2980		2260	2080	6
Thistle	Soldier Summit	2250	1860	1750	1460		1025	1110	1500	1310	1200	1110	940	850	3
Provo	Salt Lake		6580	8000	5720		3750	4950	6000	5320	4700		3600	3250	8
Salt Lake	Ogden					4000	3250				3500	3350	3100	2750	8
Ogden	Salt Lake					4000	3250				3500	3350	3100	2750	8
Kenilworth Jct.	Kenilworth		1175		1040		625							525	2
Colton	Scofield				1585		985							810	3
Scofield	Clear Creek				1051		640							540	2
Midvale	Welby				1385	1000	875							680	2
Welby	Dalton				1000	785	650							550	2
Dalton	Bingham				600	475	350							300	1
Welby	Midvale				2220	1750	1480							1100	4
Garfield	Welby				3560	3000	2430							1790	5
Provo	Caryhurst				2400		1520							1257	3
Caryhurst	Heber				1220		750							627	3
Springville	Santaquin						1950							1500	5
Goshen	Santaquin				3035		1920							1500	5
Goshen	Knightville				700		450							350	1
Eureka	Knightville						800							580	2
Pearl	Dividend						450							350	1
Thistle	Hilltop		2275		1985		1250						1250	1040	4
Salina	Hilltop		3390		3035		1920						1950	1570	5

xTractive effort of engines 3400-01-02-03-07-09-14 has been increased to 99000 pounds and are rated 4.2% more than other 3400 series engines. Diesel locomotives: 548 Helper-Kyune 1850 tons, Kyune-Soldier Summit 4500 tons, Thistle-Soldier Summit 2275 tons. 540-547, inclusive, 549-551, inclusive, Helper-Kyune 2050 tons, Kyune-Soldier Summit 4700 tons, Thistle-Soldier Summit 2500 tons. 552-554, inclusive, Helper-Kyune 2200 tons, Kyune-Soldier Summit 5370 tons, Thistle-Soldier Summit 2550 tons. 555-557, inclusive, Helper-Kyune 2850 tons, Kyune-Soldier Summit 6500 tons, Thistle-Soldier Summit 3450 tons.

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, including the caboose. Tonnage hauled may exceed the rating by a fraction of a car.

The car limit, excluding caboose, on westward freight trains between Soldier Summit and Thistle is 85 cars when train consists of coal or ore, or when train consists of heavy loads and empties; 100 cars when train consists of merchandise and light loads (excludes coal or ore) or light loads mixed with empties; and 110 cars when train consists entirely of empties. When such trains are handled by Diesel locomotives having dynamic brake operative on the entire locomotive, 105 cars may be handled when train consists of merchandise and light loads, or mixed with empties.

OPEN HOURS OF TRAIN ORDER OFFICES

	Week-Day Hours	Sunday and Holiday Hours
Helper	Continuous	Continuous
Kyune	Continuous	Continuous
Soldier Summit	Continuous	Continuous
Thistle	Continuous	Continuous
Springville	8:00 a. m. to 5:00 p. m.	Closed Sundays
Provo	Continuous	Continuous
Midvale	7:00 a. m. to 11:00 p. m.	7:00 a. m. to 3:00 p. m.
Roper	Continuous	Continuous
Salt Lake City	Continuous	Continuous
North Salt Lake	Continuous	Continuous
Layton	7:30 a. m. to 4:30 p. m.	7:30 a. m. to 4:30 p. m.
Clearfield	4:00 p. m. to 11:59 p. m.	4:00 p. m. to 11:59 p. m.
Roy	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 5:30 p. m.
Transfer	Continuous	Continuous

	Week-Day Hours	Sunday and Holiday Hours
Mt. Pleasant	8:00 a. m. to 5:00 p. m.	2:00 p. m. to 5:00 p. m.
Ephraim	8:00 a. m. to 5:00 p. m.	Closed
Manti	7:00 a. m. to 4:00 p. m.	1:00 p. m. to 4:00 p. m.
Gunnison	8:00 a. m. to 5:00 p. m.	Closed
Salina	7:00 a. m. to 4:00 p. m.	Closed
Sigurd	7:30 a. m. to 4:30 p. m.	Closed
Richfield	7:30 a. m. to 4:30 p. m.	Closed
Elsinore	8:00 a. m. to 5:00 p. m.	Closed
Marysvale	7:30 a. m. to 4:30 p m.	Closed
Spanish Fork	9:00 a. m. to 6:00 p. m.	Closed
Payson	9:00 a. m. to 6:00 p. m.	Closed
Eureka	8:00 a. m. to 5:00 p. m.	Closed
Heber	8:00 a. m. to 5:00 p. m.	Closed
Garfield	7:30 a. m. to 4:30 p. m.	Closed

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday.)

WESTWARD — MARYSVALE BRANCH — EASTWARD

FIRST CLASS 11 Passenger Leave Daily	Miles from Marysvale	Sub-Division 6-D STATIONS TIME-TABLE No. 133 MAR. 20, 1949		Miles from Thistle	Capacity of Siding	FIRST CLASS 12 Passenger Arrive Daily
		END OF TRACK		132.8		
		0.6				
12 45 PM		Vy **MARYSVALE**	PDKFY	132.2	Yard	9 25 AM
		11.6				
s 1 13	11.6	**SEVIER**	PW	120.6	17	f 8 46
		4.1				
x 1 22	15.7	**JOSEPH**		116.5	26	s 8 37
		4.8				
s 1 35	20.5	On **ELSINORE**	D	111.7	24	s 8 26
		1.7				
f 1 39	22.2	**NIBLEY**		110.0	59	f 8 20
		1.3				
f 1 42	23.5	**CENTRAL**		108.7	16	f 8 17
		5.0				
s 1 55	28.5	Ri **RICHFIELD**	DWY	103.7	Yard	s 8 05
		3.6				
x 2 03	32.1	**KEMA**		100.1	32	f 7 46
		3.8				
s 2 11	35.9	Rs **SIGURD**	D	96.3	36	s 7 38
		4.7				
x 2 21	40.6	**AURORA**		91.6	54	7 26
		5.2				
s 2 34	45.8	Sa **SALINA**	KBFDWY	86.4	Yard	s 7 15
		3.9				
x 2 41	49.7	**REDMOND**		82.5	10	s 7 04
		3.3				
x 2 47	53.0	**AXTELL**		79.2	19	s 6 58
		4.2				
f 2 55	57.2	**SPEARMINT**		75.0	40	f 6 49
		2.1				
s 3 00	59.3	Gu **GUNNISON**	D	72.9	28	s 6 44
		6.6				
x 3 16	65.9	**STERLING**		66.3	18	s 6 29
		5.5				
s 3 30	71.4	Ma MANTI	PDWY	60.8	Yard	s 6 18
		7.4				
s 3 44	78.8	Rm **EPHRAIM**	PJDY	53.4	Yard	s 6 00
		0.9				
3 46	79.7	WEST EPHRAIM		52.5	65	5 55
		8.4				
s 4 01	88.1	**SPRING CITY**	W	44.1	20	s 5 42
		5.5				
s 4 13	93.6	Mn **MT. PLEASANT**	PD	38.6		s 5 29
		6.6				
f 4 26	100.2	**FAIRVIEW**	PW	32.0	31	s 5 12
		3.5				
f 4 33	103.7	**OAK CREEK**	Y	28.5	Wye	f 5 04
		1.3				
f 4 36	105.0	**MILBURN**	P	27.2	19	f 5 01
		3.9				
f 4 44	108.9	**HILL TOP**	P	23.3	30	f 4 53
		8.5				
f 5 02	117.4	**INDIANOLA**	PW	14.8	24	f 4 34
		7.1				
5 17	124.5	**PINES**	P	7.7	22	f 4 18
		7.7				
5 35 PM	132.2	Jd **THISTLE**	PSJDNBKFWY		Yard	4 01 AM
Arrive Daily		(132.8)				Leave Daily
4.50		Schedule Time				5.24
27.4		Average Speed per Hour				24.5

D. & R. G. W.—Salt Lake

WESTWARD — MAIN LINE

SECOND CLASS				FIRST CLASS							
		75 California Fast Freight	61 California Fast Freight		17 California Zephyr	11 Passenger	7 Prospector	1 Royal Gorge	Sub-Division 6 STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Mile Posts	Capacity of Siding
		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		11 30 PM	9 30 AM		7 10 PM		4 57 AM	3 45 AM	**HELPER** JSDNBKFWY	626.4	Yard
		11 41	9 41		7 15		5 03	3 53	2.4 UTAH RY. JCT. J	628.8	72
		11 48	9 48		7 18		5 07	x 3 56	1.6 CASTLE GATE W	630.4	Yard
		11 54	9 54		7 21		5 11	x 4 00	1.2 ROYAL	631.6	
		12 05 AM	10 05		7 30		5 21	4 11	3.5 NOLAN	635.1	96
		12 18	10 18		7 38		5 30	f 4 23	3.8 KYUNE DNWY	638.9	109
		12 31	10 31		7 47		5 40	f 4 33	5.5 COLTON JWY	644.4	98
		12 52	10 52		7 56		5 50	f 4 48	7.0 SOLDIER SUMMIT DNWY	651.4	Yard
		1 08	11 08		8 05		6 01	f 4 59	5.1 SCENIC	656.5	
		1 32	11 32		8 13		6 10	f 5 09	4.5 GILLULY W	661.0	112
		1 44	11 44		8 21		6 20	f 5 19	4.6 DETOUR	665.6	
		2 01	12 01 PM		8 30		6 31	f 5 30	6.6 NARROWS	672.2	114
		2 11	12 11		8 37		6 39	f 5 38	4.3 RIO	676.5	
		2 32	12 32		8 45	5 40 PM	6 48	s 5 49	4.4 THISTLE JSDNBKYFW	680.9	125
		2 38	12 38		8 49	f 5 45	6 53	5 54	3.6 CASTILLA	684.5	
									4.1 GOMEX	688.6	
		2 48	12 48		8 56	f 5 53	7 01	6 03	2.7 MAPLETON	691.3	64
		2 56	12 56		9 02	s 6 01	7 08	f 6 11	4.5 SPRINGVILLE JDW	695.8	
									3.1 U. P. CROSSING	698.9	
									1.1 GRUNDY	700.0	
		3 08 AM	1 08 PM		x 9 10 PM	s 6 12 PM	s 7 16 AM	s 6 23 AM	1.1 PROVO OJKBDNWY	701.1	115
									4.6 U. P. CROSSING	705.7	
						f 6 22			1.5 GENEVA	707.2	
									1.2 DERN	708.4	
						s 6 32			5.3 AMERICAN FORK W	713.7	274
						f 6 37			3.3 LEHI	717.0	
						f 6 42			3.3 MESA	720.3	111
						f 6 46			2.5 NASH W	722.8	
						f 6 50			2.7 OLIVERS	725.5	112
						f 6 54			3.1 RIVERTON	728.6	169
									4.0 ENDOT	732.6	
						s 7 02		f 7 03	1.9 MIDVALE JDNFWY	734.5	Yard
						f 7 08			3.9 MURRAY	738.4	Yard
		4 08 AM	2 08 PM		9 54 PM	7 12 PM	8 04 AM	7 12 AM	2.3 EAST ROPER	740.7	
		5 00 AM	3 00 PM		9 56 PM	f 7 14 PM	8 06 AM	7 15 AM	1.8 **ROPER** JOKBDNW	742.5	Yard
									1.7 U. P. CROSSING	744.2	
					10 05 PM	7 25 PM	8 15 AM	7 30 AM	0.9 **SALT LAKE CITY** SDNOBKFWT	745.1	Yard
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(118.7)		
		5.30 21.1	5.30 21.1		2.55 40.7	1.45 36.7	3.18 36.0	3.45 31.6	Schedule Time Average Speed per Hour		

AUTOMATIC BLOCK SIGNALS — TWO MAIN TRACKS — TWO MAIN TRACKS

Schedule and train order time for trains at Provo applies at Passenger station.

Schedule and train order time for westward trains at East Roper applies at "End of C. T. C." Sign.

Trains operate by Centralized Traffic Control in east end of Helper Yard; on westward main track between A. B. S. 6347W, Nolan, and A. B. S. 6388W, Kyune; between westward A. B. S. 7013W and 7013E, Provo, and eastward A. B. S. 7408W, 7408E, 7408WF and 7408EF, East Roper.

MAIN LINE — EASTWARD

Sub-Division 6
STATIONS
TIME-TABLE No. 133
MAR. 20, 1949

Capacity of Siding	Miles from Salt Lake		Stations		FIRST CLASS 12 Passenger	18 California Zephyr	8 Prospector	2 Royal Gorge	SECOND CLASS 28 Fast Freight	30 Fast Freight	32 Fast Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	119.7	Ra	HELPER	JSDNBKFWY		8 33 AM	8 30 PM	12 25 AM	1 40 PM	7 00 PM	4 40 AM
			2.4								
72	117.3		UTAH RY. JCT.	J		8 26	8 21	12 16	1 29	6 51	4 30
			1.6								
Yard	115.7		CASTLE GATE	W		8 23	8 18	12 13	1 23	6 45	4 24
			1.2								
80	114.5		ROYAL			8 20	8 15	f12 10	1 16	6 40	4 18
			3.5								
87	111.0		NOLAN			8 12	8 08	12 02 AM	1 05	6 26	4 04
			3.8								
109	107.2	Kn	KYUNE	DNWY		8 04	8 00	f11 51 PM	12 51	6 09	3 49
			5.5								
Yard	101.7		COLTON	JWY		7 55	7 51	f11 41	12 36	5 55	3 35
			7.0								
112	94.7	Jf	SOLDIER SUMMIT	DNWY		7 47	7 42	f11 30	12 23 PM	5 38	3 19
			5.1								
88	89.6		SCENIC			7 38	7 31	f11 18	11 54	5 19	2 59
			4.5								
66	85.1		GILLULY	W		7 29	7 23	f11 08	11 39	4 58	2 38
			4.6								
110	80.5		DETOUR			7 21	7 15	f10 58	11 25	4 38	2 18
			6.6								
124	73.9		NARROWS			7 12	7 05	f10 46	11 08	4 12	1 52
			4.3								
115	69.6		RIO			7 05	6 58	f10 36	10 56	3 57	1 37
			4.4								
131	65.2	jd	THISTLE	JSDNBKYFW	3 56 AM	6 57	6 51	s10 28	10 42	3 40	1 11
			3.6								
76	61.6		CASTILLA		f 3 45	6 53	6 46	10 14	10 12	3 10	12 41
			4.1								
	57.5		GOMEX								
			2.1								
76	55.4		SUTRO		3 36	6 46	6 39	10 05	9 59	2 56	12 29
			6.1								
	49.3	Ng	SPRINGVILLE	JDW	s 3 26	6 39	6 32	f 9 58	9 46	2 42	12 14 AM
			3.1								
	46.2		U. P. CROSSING								
			1.1								
	45.1		GRUNDY								
			1.1								
114	44.0	Vo	PROVO	OJKBDNWY	s 3 10 AM	x 6 32 AM	s 6 25 PM	s 9 51 PM	9 35 AM	2 30 PM	11 59 PM
			4.6								
	39.4		U. P. CROSSING								
			1.5								
	37.9		GENEVA		s 2 40						
			1.2								
	36.7		DERN								
			5.3								
274	31.4	Af	AMERICAN FORK	W	s 2 28						
			3.3								
	28.1		LEHI		f 2 20						
			3.3								
111	24.8		MESA		f 2 13						
			2.5								
	22.3		NASH	W	f 2 10						
			2.7								
112	19.6		OLIVERS		f 2 07						
			3.1								
169	16.5		RIVERTON		f 2 03						
			4.0								
	12.5		ENDOT								
			1.9								
152	10.6	Bj	MIDVALE	JDNFWY	s 1 54						
			3.9								
42	6.7	Fk	MURRAY		f 1 44						
			2.3								
	4.4		EAST ROPER								
			1.8								
Yard	2.6	Fy	ROPER	JOKBDNW	f 1 37 AM	5 46 AM	5 36 PM	8 57 PM	8 30 AM	1 00 PM	10 40 PM
			1.7								
	0.9		U. P. CROSSING								
			0.9								
Yard		Un	SALT LAKE CITY	SDNOBKFWT	1 30 AM	5 40 AM	5 30 PM	8 50 PM			
			(119.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Schedule Time		2.26	2.53	3.00	3.35	5.10	6.00	6.00
			Average Speed per Hour		26.8	41.5	39.9	33.4	22.6	19.5	19.5

AUTOMATIC BLOCK SIGNALS — TWO MAIN TRACKS

TWO MAIN TRACKS

Schedule and train order time for trains at Provo applies at Passenger station.

Schedule and train order time for westward trains at East Roper applies at "End of C. T. C." Sign.

Trains operate by Centralized Traffic Control in east end of Helper Yard; on westward main track between A. B. S. 6347W, Nolan, and A. B. S. 6388W, Kyune; between westward A. B. S. 7013W and 7013E, Provo, and eastward A. B. S. 7408W, 7408E, 7408WF and 7408EF, East Roper.

WESTWARD — MAIN LINE — EASTWARD

Sub-Division 7
STATIONS
TIME-TABLE No. 133
MARCH 20, 1949

WESTWARD SECOND CLASS 61 California Fast Freight Leave Daily	WESTWARD SECOND CLASS 75 California Fast Freight Leave Daily	WESTWARD FIRST CLASS 1 Royal Gorge Leave Daily	Mile Posts		STATIONS		Miles from Ogden	Capacity of Siding	EASTWARD FIRST CLASS 2 Royal Gorge Arrive Daily	EASTWARD SECOND CLASS 62 Freight Arrive Daily	EASTWARD SECOND CLASS 78 Fast Freight Arrive Daily
3 45 PM	5 15 AM	8 20 AM	745.1	UN	**SALT LAKE CITY** DNOBKFWTS		36.9	Yard	8 25 PM	6 30 AM	7 00 PM
			745.6		0.5 — U. P. CROSSING		36.4				
4 15	5 45	f 8 36	750.9	NX	5.3 — NORTH SALT LAKE	DN	31.1		f 8 07	5 56	6 39
4 21	5 51 62	f 8 41	753.6		2.7 — WOODS CROSS		28.4	85	f 8 02	5 51 75	6 35
4 31	6 01	f 8 52	760.6		7.0 — FARMINGTON	W	21.4	47	f 7 51	5 40	6 24
4 37	6 07	f 8 58	764.4		3.8 — KAYSVILLE		17.6	40	f 7 45	5 32	6 17
4 42	6 12	f 9 03	767.2	RJ	2.8 — LAYTON	DW	14.8	50	f 7 40	5 26	6 11
4 49	6 19	f 9 10	770.8	CF	3.6 — CLEARFIELD	DNW	11.2	73	f 7 33	5 19	6 05
			771.3		0.5 — U. P. CROSSING		10.7				
4 58	6 28	f 9 18	775.1	RY	3.8 — ROY	JD	6.9	75	f 7 25	5 10	5 54
5 30 PM	7 00 AM	s 9 28 AM	781.1	OG	6.0 — **TRANSFER**	SDNBKFWT	.9	Yard	s 7 15 PM	4 55 AM	5 35 PM
		9 35 AM	782.0		0.9 — OGDEN	B			7 10 PM		
Arrive Daily	Arrive Daily	Arrive Daily			(36.9)				Leave Daily	Leave Daily	Leave Daily
1.45 20.6	1.45 20.6	1.15 29.5			Schedule Time Average Speed per Hour				1.15 29.5	1.35 22.7	1.25 25.4

OUR&D Co. Time Table and rules apply between Ogden and Transfer.—See Time Table Rule 4-C.
Time at Ogden for information only.
Schedule time and train orders for trains at North Salt Lake, applies at Bamberger Transfer.

WESTWARD — KENILWORTH BRANCH — EASTWARD

Sub-Division 6-A
STATIONS
TIME-TABLE No. 133
MARCH 20, 1949

Miles from Kenilworth		Miles from Kenilworth Junction
	KENILWORTH	6.2
	6.2	
6.2	KENILWORTH JCT. J	
	(6.2)	

WESTWARD — SPRING CANYON BRANCH — EASTWARD

Sub-Division 6-B
STATIONS
TIME-TABLE No. 133
MARCH 20, 1949

Miles from Mutual		Miles from Spring Canyon Junction
	MUTUAL	7.2
	0.5	
0.5	RAINS	6.7
	0.5	
1.0	LATUDA	6.2
	0.4	
1.4	MAPLE CREEK JUNCTION	5.8
	0.8	
2.2	STANDARDVILLE	5.0
	0.9	
3.1	SPRING CANYON	4.1
	0.5	
3.6	PEERLESS	3.6
	3.2	
6.8	SPRING CANYON YARD	0.4
	0.4	
7.2	SPRING CANYON JCT. JY	
	(7.2)	

WESTWARD — PLEASANT VALLEY BRANCH — EASTWARD

Sub-Division 6-C
STATIONS
TIME-TABLE No. 133
MARCH 20, 1949

Miles from End of Track		Miles from Colton	Capacity of Siding
	END OF TRACK	21.5	
	0.4		
0.4	CLEAR CREEK	21.1	Yard
	5.9		
6.3	SCOFIELD WY	15.2	Yard
	15.2		
21.5	COLTON JWY		Yard
	(21.5)		

SUB-DIVISION 6-A

Kenilworth Branch trains arriving Kenilworth Junction will stop to clear the lower passing track switch.

SUB-DIVISION 6-B

Cars will not be left unattended on the Spring Canyon Branch main track which includes the east leg of wye at Spring Canyon Junction.

WESTWARD — TINTIC BRANCH — EASTWARD

SECOND CLASS 409 Freight Leave Tue. Thurs. Sat.	Miles from Eureka	Sub-Division 6-E STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Springville	Capacity of Siding	Second Class 410 Freight Arrive Mon. Wed. Fri.
8 30 AM		Q EUREKA PD	39.1	Yard	12 45 PM
		1.0			
9 00	1.0	KNIGHTVILLE YW	38.1	18	12 35
		4.0			
9 20	5.0	CANON SIDING	34.1	9	12 15
		3.3			
9 45	8.3	LAGUNA W	30.8	14	12 01 PM
		2.9			
10 05	11.2	HILLSIDE	27.9	16	11 35
		0.4			
10 10	11.6	PEARL PYJ	27.5	Wye	11 30
		5.4			
10 40	17.0	GOSHEN PW	22.1	21	11 05
		2.7			
10 50	19.7	STONE P	19.4	17	10 50
		2.1			
11 00	21.8	TOWNSEND	17.3	14	10 40
		1.9			
11 30	23.7	SANTAQUIN	15.4	37	10 15
		4.6			
11 45	28.3	P PAYSON PD	10.8	30	10 00
		7.0			
12 05 PM	35.3	Fo SPANISH FORK PD	3.8	24	9 40
		3.8			
12 20 PM	39.1	Ng SPRINGVILLE PJDW		Yard	9 30 AM
Arrive Tue. Thurs. Sat.		(39.1)			Leave Mon. Wed. Fri.
3.50 10.2		Schedule Time Average Speed per Hour			3.15 12.0

WESTWARD — GOSHEN VALLEY BRANCH — EASTWARD

Miles from Pearl	Sub-Division 6-F STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Dividend	Capacity of Siding
6.5	DIVIDEND		17
	2.7		
3.8	FLORA	2.7	
	2.5		
6.3	IRON KING	5.2	10
	0.2		
6.1	EUREKA STANDARD	5.0	20
	2.3		
3.8	FLORA	2.7	
	0.4		
3.4	EUNICE	3.1	8
	3.4		
	PEARL JY	6.5	20
	(6.5)		

WESTWARD—LITTLE COTTONWOOD BRANCH—EASTWARD

Miles from Midvale	Sub-Division 6-I STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Capacity of Siding
2.0	SANDY	24
	0.2	
1.8	U. P. CROSSING	
	0.8	
1.0	STATE STREET	
	1.0	
	BJ MIDVALE JDNKFWY	Yard
	(2.0)	

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

WESTWARD — PROVO CANYON BRANCH — EASTWARD

Miles from Heber	Sub-Division 6-G STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Provo	Capacity of Siding
	H HEBER DY	27.9	Yard
	3.7		
3.7	CHARLESTON	24.2	14
	7.0		
10.7	WALLSBURG	17.2	26
	5.4		
16.1	VIVIAN PARK	11.8	17
	1.2		
17.3	UPPER FALLS W	10.6	
	1.3		
18.6	NUNN'S	9.3	2
	2.9		
21.5	OLMSTED	6.4	6
	0.6		
22.1	CARYHURST	5.8	14
	4.7		
26.8	SMOOT	1.1	23
	1.1		
27.9	Vo PROVO OJKDNBFWY		Yard
	(27.9)		
	Schedule Time Average Speed per Hour		

WESTWARD — OREM BRANCH — EASTWARD

Miles from Orem	Sub-Division 6-H STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Provo Jct.	Capacity of Siding
	END OF TRACK	6.4	
	0.2		
0.2	OREM P	6.2	Yard
	1.4		
1.6	SNOW P	4.8	Yard
	0.6		
2.2	LINCOLN	4.2	17
	0.4		
2.6	CURTIS	3.8	24
	3.8		
6.4	PROVO JCT. JP		Yard
	(6.4)		

WESTWARD — BINGHAM BRANCH — EASTWARD

SECOND CLASS 211 Freight Leave Daily Except Sun.	Miles from Midvale	Sub-Division 6-J STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Bingham	Capacity of Siding	SECOND CLASS 210 Freight Arrive Daily Except Sun.
	14.1	BINGHAM		Yard	
		2.2			
	11.9	COPPERTON	2.2	0	
		2.9			
	9.0	DALTON J	5.1	16	
		3.9			
11 55 AM	5.1	WELBY PYJ	9.0	50	7 50 AM
		3.1			
12 05 PM	2.0	WEST JORDAN	12.1	25	7 25
		2.0			
12 25 PM		BJ MIDVALE PJDNKFWY	14.1	Yard	7 15 AM
Arrive Daily Except Sun.		(14.1)			Leave Daily Except Sun.
0.30 10.0		Schedule Time Average Speed per Hour			0.35 8.6

WESTWARD — GARFIELD BRANCH — EASTWARD

SECOND CLASS 211 Freight Leave Daily Except Sun.	Miles from Welby	Sub-Division 6-K STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Garfield Smelter	Capacity of Siding	SECOND CLASS 210 Freight Arrive Daily Except Sun.
	17.0	GARFIELD SMELTER		Yard	
		2.0			
10 30 AM	15.0	Gf GARFIELD DFW	2.0	25	9 10 AM
		1.6			
	13.4	EAST JUNCTION	3.6		
		0.6			
10 55	12.8	MAGNA	4.2		8 50
		2.1			
11 05	10.7	EAST MAGNA T	6.3	71	8 32
		4.7			
11 24	6.0	KEARNS T	11.0	63	8 19
		6.0			
11 50 AM		WELBY PJT	17.0	50	8 00 AM
Arrive Daily Except Sun.		(17.0)			Leave Daily Except Sun.
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-K. Train arriving Welby as No. 211 will assume schedule of No. 211 at Welby on SUB-DIVISION 6-J.

No. 210 into Garfield will assume schedule of No. 211 from Garfield.

WESTWARD — LARK BRANCH — EASTWARD

Miles from Lark	Sub-Division 6-L STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Dalton	Capacity of Siding
	LARK	3.4	Yard
	3.4		
3.4	DALTON J		16
	(3.4)		

WESTWARD — HOOPER BRANCH — EASTWARD

Miles from Cox	Sub-Division 7-A STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Roy	Capacity of Siding
	COX	5.0	20
	1.0		
1.0	HOOPER	4.0	
	2.1		
3.1	KINGSVILLE JCT.	1.9	
	3.1		
6.2	FARNSWORTH	5.0	20
	1.6		
4.6	KINGSVILLE	3.4	40
	1.5		
3.1	KINGSVILLE JCT.	1.9	
	0.8		
3.9	BARTON	1.1	32
	1.1		
5.0	Ry ROY JD		
	(5.0)		

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

1-A. Westward freight trains arriving Helper will be governed by track indicator, designating track to be used, located just opposite A.B.S. 6257-FS east end of Helper yard:

M. Main Track — 2-7, Inclusive; Tracks as indicated

Westward freight trains entering Roper yard will be governed by track indicator, designating track to be used, located 200 feet west of yard entrance switch, East Roper:

1-10, 25-26, Inclusive; — Track as indicated
H 1. Ice House 1 — RT. Running Track
H 2. Ice House 2 — W2. Wash 2

If indicators do not display lighted numeral, train must ascertain from Operator at Helper or Yardmaster at Roper track, to be used. These indicators do not govern light engines.

2. Trains will leave following initial stations without clearance card:

Sub-Division	Station
6-C	Clear Creek and Colton.
6-J	Welby, Dalton and Bingham.
6-K	Welby, Garfield Smelter and Garfield westward.
6-L	Dalton and Lark.
6-H	Provo Jct. and Orem.

2-A. Trains to or from Sub-Division 6-C will not be required to get a train order register check of trains at Colton, but when on the time of first class trains will proceed only under flag protection in accordance with Rule 99.

2-B. Eastward first-class trains must secure clearance card at Transfer.

3. Train Register books are located at:

Helper
Thistle (Helper engines and Sub-Division 6-D trains only)
Springville (No. 11 and branch trains only)
Midvale (Sub-Division 6-J only)
Garfield
Welby
Salt Lake City Telegraph Office
Roper (Freight trains only)
Transfer
Marysvale
Salina
Ephraim (Nos. 11, 12)

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

3-A. At stations listed below trains designated will register with registering ticket.

Register Station	Trains
Helper	Regular westward first-class.
Springville	No. 11 when operator is on duty.
Transfer	First-class trains.
Garfield	Nos. 210 and 211.

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

Only trains originating or terminating Salt Lake City will register at Salt Lake City.

Freight trains, Sub-Division 7, will register at Roper. When regular trains from Sub-Division 7 are registered at Roper, it will be sufficient evidence that such trains have arrived Salt Lake City.

4. YARD LIMIT STATIONS:

Helper to M. P. 632.02, Kyune, Colton, Soldier Summit, Gilluly, Narrows, Thistle, Provo, East Roper-Roper-Salt Lake City, North Salt Lake, Layton, Layton to Bennett, Clearfield, Roy to Cox and Farnsworth, Ogden-Transfer.

Kenilworth to Kenilworth Junction.
Spring Canyon Junction to Mutual.
Clear Creek, Scofield.

Fairview, Mt. Pleasant, Spring City, Ephraim—West Ephraim, Manti, Gunnison, Spearmint, Redmond, Salina, Ivie, Sigurd, Kema, Richfield, Central, Nibley to Elsinore, Marysvale, Moroni Spur.

Springville to Springville-Mapleton Sugar Factory Sub-Division 6-E, Spanish Fork—Spanish Fork Sugar Factory, California Packing Co., Payson, Keigley, Stone, Goshen, Pearl to Dividend and Iron King, Hillside, Knightville to Eureka.

Provo to Caryhurst, Heber.
Provo Jct. to Orem.
Midvale to West Jordan.
Welby, Copperton to Bingham, Dalton, Kearns to Bacchus, East Magna to Garfield Smelter, including Sands Spur.
Midvale to End of Track, Sub-Division 6-I.
Sugar House Spur.

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

4-B. D. & R. G. W. yard engines will enter Kennecott Corporation track, M. P. 15.3, Sub-division 6-K, (Sands Spur) under protection of flag.

4-C. All employes will be governed by O. U. R. & D. Co. rules and regulations and will have in their possession copy of current time table and rules, while using O. U. R. & D. Co. tracks at Ogden.

4-D. Trains have no time table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other engines occupying these tracks must make way for passenger trains without unnecessary delay:

Sub-Division	Location	Limits
5 and 6	Helper	End of C. T. C. East end Helper Yard and cross over M. P. 626.57.
6-D	Thistle	Within yard limits.
6-D	Ephraim	Between Ephraim and West Ephraim.
6-D	Salina	Within yard limits.
6	Provo	Westward Main track, A. B. S. 7007 and end of C. T. C., M. P. 701.3.

Salt Lake City Union Depot and Railroad Company rule reads:

"Trains have no time table superiority between First South and Ninth South Streets, S. L. U. D. Co., Yard, Salt Lake City. Yard crews and others occupying these tracks must make way for passenger trains without unnecessarily delaying them. In case of collision responsibility rests with approaching train or engine."

4-E. Within limits specified below Rule 93 of the D. & R. G. W. Rules and Regulations of the Operating Department govern all train or engine movements:

Limits	Roads Governed
Garfield Yard	U. P., Kennecott Corpn., A. S. & R. Co., and D. & R. G. W.
Spanish Fork Sugar Factory Utah-Idaho Sugar Company Lake Shore Line	U. P. and D. & R. G. W. (U. P. crews are under jurisdication of D. R. G. W. supervisory forces.)
Clearfield Naval Supply Depot	U. P. Naval Supply Depot and D. & R. G. W.
15th South Street—Fayette Avenue, Salt Lake City	D. & R. G. W.—Bamberger R. R. Co.
Lincoln and Washington Ave., Ogden	D. & R. G. W.—Bamberger R. R. Co.

Within the limits of Geneva Steel Plant all trains and engines shall move within the Plant prepared to stop short of any obstruction, including occupied track or improperly set switches.

4-F. All freight trains, switch and light engine movements, including interchange deliveries between Salt Lake City and Roper will, unless otherwise provided, use the two running tracks extending from a point 150 feet east of 1st South Street, Salt Lake City, to 21st South Street, Roper, and will keep to the right. Movement against the current of traffic on these two running tracks can be made only under flag protection.

Switch at end of two running tracks at 1st South Street normally lined for eastward running track. Switch leading to connection with W. P. R. R. at 1st South Street normally lined for this connection. Switch 150 feet west of South Temple Street connecting main track, Sub-Division 7 and track to end of two running tracks is normally lined for main track.

When display of markers not required, such as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

4-G. Spur with east end connection to westward track located 227 feet west of crossover at Gomex serves Powder Plant. Crews using this spur track will be governed as follows:

At the crossing with Highway 50, 700 feet from the entering switch, trains or engines serving this plant will stop to clear the highway. A member of the crew, with proper flagging equipment, will proceed to center of the highway to protect the further movement of train against highway traffic. Movements over this crossing will be made only on his signal.

Trains or engines may cross this highway only during daylight hours. In case of poor visibility during daylight hours, red fusees will be used to flag highway traffic. The move across the highway should be a continuous one and the crossing will not be blocked by standing equipment if it can be avoided.

4-H. All employes while using Union Pacific tracks, Salt Lake City, and U. S. Smelter tracks at Midvale, including D. & R. G. W. delivery and receiving tracks, will be under the jurisdiction of Union Pacific supervisors and will obey their instructions.

D. & R. G. W. crews will be governed by the following Union Pacific rules, in addition to D. & R. G. W. operating rules, while working in these territories.

Union Pacific Rules 104-T, 105-A and 802-A read as follows:

"104-T. All southbound train and road engine movements, including D. & R. G. W. switch engines, must stop to clear 5th North Street unless proceed signal is received from switchtender-herder.

"Unless otherwise directed, all northbound trains and road engines, including D. & R. G. W. interchange cuts, moving to North Yard trackage from the freight line must head through cross-over near North Temple viaduct to Pedro 2, stopping to clear 4th North Street unless proceed signal is received from switchtender-herder at 5th North Street."

"105-A. Trains or engines using any track other than a main track, must move at restricted speed."

"802-A. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

"Before a train or yard movement starts out of a yard track, brakeman or yardman will precede the movement to a point where it is known route is clear.

"Before a light engine starts out of a yard track, both the engineer and fireman must know that switches are properly lined and route is clear."

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

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

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

Sub-Division 6:

Passenger trains in both directions must make running test of air brakes as prescribed by Air Brake Rule 11 before passing over the summit of grade at Soldier Summit. This test should be made while train is passing station building at that point.

All freight trains will stop at Soldier Summit and make application and release test of air brakes. On trains handled by Diesel Locomotives not requiring use of retaining valves, trainmen will note that rear brake of train applies and releases before giving proceed signal. Westward trains will stop between station and overhead bridge for above described test.

On trains of passenger car equipment (including express refrigerator cars), consisting of 18 cars or less, when 75% or more of the cars are equipped for graduated release, **Graduated Release,** as prescribed by air brake Rule 36-A, will be used Kyune to Helper and Soldier Summit to Thistle.

On trains of passenger car equipment, when less than 75% of cars are equipped for graduated release, or consist of train is more than 18 cars, unless handled by diesel engine with dynamic brake operative, one-half of retainers will be used Kyune to Helper, Soldier Summit to Detour, and Narrows to Rio, alternating retainers frequently to avoid overheating of wheels.

Freight Trains—Soldier Summit to Helper:

Trains handled by Diesel locomotives consisting of 4 quarters having dynamic brake operative on entire locomotive:

If train consists of more than 2600 actual tons and less than 3100 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 3100 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 3100 actual tons.

Trains handled by Diesel locomotives consisting of 3 quarters having dynamic brake operative on entire locomotive:

If train consists of more than 1950 actual tons and less than 2300 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 2300 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 2300 actual tons.

In the event that the dynamic brake on any part of the Diesel locomotive is inoperative, retaining valves must be operated in the same manner as prescribed below for trains handled by other locomotives:

Trains handled by locomotives other than Diesels:

On loaded cars having gross weight of 80 tons or more, retaining valves will be used in 20-lb. position Kyune to Helper.

On trains of light loads, retainers must be placed in 10-lb. position on all cars except that retainers may be turned down on six rear cars if retaining power is found to be excessive.

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

On trains of empty cars, retainers on forward half of train must be placed in Slow Direct Exhaust or 10-lb. position.

Retainers will be turned up before leaving Soldier Summit unless it is known that train will stop at Colton or Kyune but retainers must in all cases be turned up before leaving Kyune.

Freight Trains—Soldier Summit to Thistle:

Trains handled by Diesel locomotives consisting of 4 quarters having dynamic brake operative on entire locomotive:

If train consists of more than 3100 actual tons and less than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 3600 actual tons.

Trains handled by Diesel locomotives consisting of 3 quarters having dynamic brake operative on entire locomotive:

If train consists of more than 2300 actual tons and less than 2700 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 2700 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and, in addition, one retaining valve will be used for each 50 tons in excess of 2700 actual tons.

In the event that the dynamic brake on any part of the Diesel locomotive becomes inoperative, retaining valves must be operated in the same manner as prescribed below for trains handled by other locomotives:

Trains handled by locomotives other than Diesels:

Trains consisting of coal or ore; retainers will be placed in 20-lb. position on all cars Soldier Summit to Gilluly and in 10-lb. position on all cars Gilluly to Thistle.

Trains consisting of loaded cars other than coal or ore; retainers will be placed in 10-lb. position, Soldier Summit to Thistle.

Trains consisting of mixed loaded and empty cars; retainers will be placed in 10-lb. position on all loaded cars and in Slow Direct Exhaust or 10-lb. position on one half of empty cars, Soldier Summit to Thistle.

Trains consisting of empty cars; beginning at head end of train, retainers will be placed in Slow Direct Exhaust or in 10-lb. position on every other car on head two-thirds of train. Retainers on head two-thirds of train will be alternated at Gilluly.

Inspection Stops:

All westward freight trains, except trains handled by Diesel locomotives having dynamic brakes operative, will stop at Gilluly and Thistle for inspection. Westward trains consisting of coal or ore will also stop at Narrows for inspection. After train has stopped, the rear trainman will begin at rear end of train and turn down all retainers, turning them up again as soon as the air is exhausted, until he meets the head trainman, who has, in the meantime, inspected head end of train and who will handle the retainers as above on his return to head end of train. Rear trainman will inspect rear portion of train after he has cared for retainers as above directed.

On Westward trains handled by Diesel locomotives having dynamic brake operative, it will not be necessary to make inspection stop at Gilluly or Thistle if train is operating normally.

If tonnage requires the use of retainers, stop may be made at Rio to restore retaining valves to normal release position.

Sub-Division 6-A:

All retainers must be used on descending grades and not to exceed 60 loads will be handled Kenilworth to Kenilworth Jct.

Sub-Division 6-B:

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

Not more than 45 loads will be handled in any one train descending grade Mutual to Spring Canyon Jct.

Sub-Division 6-C:

Head one-half of retainers will be used in 20-lb. position Clear Creek to Scofield, and head one-third of retainers will be used in 20-lb. position Scofield to Colton.

Sub-Division 6-E and 6-F:

On descending grades between Knightville and Pearl and between Dividend and Pearl, not to exceed 30 loads will be handled.

Water brakes must be used between Knightville and Goshen on all engines.

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

Westward freight trains must stop at Laguna 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-G:

From M. P. 17 to M. P. 15.6 the grade is two and one-half per cent descending in the westerly direction. Retainers will be used when requested by enginemen.

Sub-Division 6-J:

Trains will use all retainers Bingham to Welby.

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

Sub-Division	M. P. Location	Tracks Governed	Remarks
6	698.9	D. & R. G. W. main tracks and U. P. switch tracks.	Interlocking. 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. main tracks and U. P. main track.	Automatic signals. Color light signals without derails. Each road governed by its own rules and special instructions. Automatic release section has been installed 500 feet west of eastward Interlocking Home Signal on eastward main track and will be designated by a sign reading: "RELEASE SECTION." Eastward trains occupying section of track between eastward Distant Signal and release section sign for a period of eight (8) minutes or more will automatically release the Interlocker, and the Home Signal will change to Stop indication. To again clear Home Signal, eastward trains will proceed into Release Section and Home Signal should change to Approach or Proceed indication after time interval of two (2) minutes has elapsed. If Home Signal does not change to Approach or Proceed indication after a time interval of two (2) minutes, train and enginemen will be governed by Rule 667.
6	744.2	D. & R. G. W. running tracks and U. P. main track.	Interlocking. Color light signals. Derails. Each road governed by own rules.
6	744.2	D. & R. G. W. main tracks and U. P. main track.	Semi-Automatic signal protection. Color light signals without derails. Each road governed by its own rules and special instructions. Leverman located in tower at freight interlocking plant. (See Rule 662.)
7	748.9 750.4	D. & R. G. W. main track and U. P. switch tracks.	Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against U. P. Each road governed by its own rules and special instructions. See instructions posted in phone booth. Dwarf A.B.S. governing movements from Standard Oil Spur, Cudahy Spur, and Ogden Sugar Works have two signals. Upper signal governs route to D. & R. G. W. main track, lower signal governs route to U. P. or to O. U. R. & D. Train or engine stopped by semi-automatic signals on main track governing movements over main track electric locked switches at these locations will proceed when signal changes to proceed or when flagman has stopped all conflicting movements and gives proceed signal. Train or engine will then proceed in accordance with Rule 509.

Sub-Division	M. P. Location	Tracks Governed	Remarks
7	771.2	D. & R. G. W. main track and U. P. branch track.	Semi-Automatic signal protection. Color light home and semaphore type fixed distant signals. U. P. trains stop. Normal position of derails and signals against U. P. Each road governed by its own rules and special instructions. If signal does not clear train must be preceded by a flagman.
7	779.5	D. & R. G. W. main track and O. U. R. & D. yard track.	Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against O. U. R. & D. See instructions for M. P. 748.9.
7	781.3	**D. & R. G. W. Passenger main track and O. U. R. & D. yard tracks.**	**Color light signals. Normal position of signals and derails against D. & R. G. W. and are operated by** O. U. R. & D. "herder." See instructions posted inside of door on release mechanism.
7	781.3	**D. & R. G. W. freight main track and S. P. main track and O. U. R. & D. yard tracks.**	**Color light signals. Normal position of signals and derails against D. & R. G. W. See instructions posted on inside of door on release mechanism.**
7	781.7	**D. & R. G. W. yard track and U. P. main track.**	**Color light signals. Normal position of signals against D. & R. G. W. See instructions posted on inside of door on release mechanism.**
6-I	1.8	**D. & R. G. W. branch track and U. P. main track.**	**Semi-Automatic crossing. Color light dwarf signals. D. & R. G. W. trains stop. Normal position of signals and derails against D. & R. G. W. See instructions posted in box housing release mechanism.**
6-K	16.5	D. & R. G. W. Sands Spur and U. P.-W. P. main tracks.	Semi-Automatic crossings. Color light signals. Derails. Normal position of signals and derails against D. & R. G. W. Instructions for operation of interlocking plant are posted inside time lock boxes 9, 11 and 12.
13th South Salt Lake City		D. & R. G. W. Yard Track and U. P. main Track.	Color light signals and derails. Normal position of signals and derails against D. & R. G. W. Instructions for operation of interlocking plant are posted in interlocking building.

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 Signalman 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 a point designated by stop board and not proceed until it is safe to do so. (See Rule 98).

Sub-Division	M. P. Location	Railroad Crossed	Remarks
7	745.5	W. P.	Running tracks.
7	745.6	S. L. G. & W. and U. P.	
Sugar House Spur	0.7	D. & R. G. W. spur and U. P. main track	(Derails)

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

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

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

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

6-A. 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.

6-B. Movements thru gauntlet track over State Street underpass, Sub-Division 6-I, 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, U. P. Mile Post 47.74 between Cushing and Sandy, Utah, are in service.

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.

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."

A. B. S.

6-C. Eastward Utah Railway trains leaving joint track at Utah Railway Junction enroute Martin will be governed by Rule 515 at A. B. S. 6288-E.

6-D. 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"

There are no intermediate signals for trains running against the current of traffic between Colton and Lynn.

When either of the two main tracks is used as single track between any designated locations within these limits, the train occupying main track at meeting point will stop in rear of "Signal Overlap Sign," if train to be met has not arrived to avoid displaying stop indication for opposing trains to and including next opposing Positive A. B. S.

CONTROLLED SIGNALS EASTWARD MAIN TRACK
KYUNE

6-E. Positive A. B. S. 6400 E west end of Kyune and Positive A. B. S. 6358 E west end of Nolan are controlled by Operator, Kyune, as directed by Dispatcher, Salt Lake City.

Positive A. B. S. 6400 E, when upper signal displays Proceed or Approach indication it is authority to proceed to office of communication Kyune on the time of eastward first class or preference trains.

Positive A. B. S. 6358 E, when upper signal displays Proceed or Approach indication it is authority to proceed to Helper on the time of eastward first class or preference trains.

Positive A. B. S. 6400 E, Kyune, and 6358 E, Nolan, have an additional signal on A. B. S. which, when illuminated, will display the letter "S" and indicates that train must take siding.

CONTROLLED SIGNALS AND DUAL CONTROLLED SWITCHES SOLDIER SUMMIT

6-F. Westward Positive A. B. S. 6503W, Dwarf Positive A. B. S. 6503E, Eastward Positive A. B. S. 6504E, Dwarf Positive A. B. S. 6504WA, 6504W, 6504EA, east end Soldier Summit Yard and Westward Positive A. B. S. 6517, Dwarf Positive A. B. S. 6517A, 6518F and 6518W west end Soldier Summit Yard are controlled by Operator at Soldier Summit.

Dual controlled switch from westward main track to yard, dual controlled spring-derailing switch on east lead, 341 feet west of east lead switch, and dual controlled spring-derailing switch normally lined for "Tail Track", west end Soldier Summit yard are normally operated by Operator Soldier Summit.

Positive A. B. S. 6503W. When upper signal displays Proceed or Approach indication it is authority to proceed on westward main track on the time of westward first class or preference trains.

Westward Dwarf Positive A. B. S. 6517A and eastward Dwarf Positive A. B. S. 6518F normally display a yellow indication. When displaying "stop" it indicates there is an eastward train approaching to enter Soldier Summit yard or a westward train approaching to depart Soldier Summit yard and trains switching must give way without unnecessarily delaying such train or trains.

Dwarf Positive A. B. S. 6518W governs movements of eastward trains on westward main track and into Soldier Summit yard, when spring switch has been lined for movement into yard.

Eastward trains departing from east lead Soldier Summit must occupy release section, 400 feet west of A. B. S. 6504WA, 48 seconds before Operator can position dual controlled spring-derailing switch for departure.

When trains or engines receive a Proceed or Approach indication on Positive A. B. S. at east end of Soldier Summit yard it is authority to proceed to Kyune on eastward main track on the time of first class or preference trains, and for trains or engines departing from Soldier Summit yard it is, in addition, authority to cross over westward main track to eastward main track on the time of westward first class or preference trains.

Westward trains when ready to depart Soldier Summit yard will communicate with Operator Soldier Summit and must occupy release section 240 feet east of Dwarf Positive A. B. S. 6517A, 48 seconds before Operator can position dual controlled spring-derailing switch for departure.

A. B. S. 6518, west of viaduct Soldier Summit, is controlled by Operator Soldier Summit. Upper signal governs movements on eastward main track. Lower signal governs movements through turnout of west switch of eastward siding.

Eastward A. B. S. 6572, west end of Scenic siding, has an additional signal on A. B. S. which, when illuminated, displays the letter "T" and when so illuminated is authority for eastward trains to proceed on eastward main track to Soldier Summit on the time of eastward first class or preference trains.

CONTROLLED SIGNALS AND DUAL CONTROLLED SWITCHES THISTLE

6-G. Westward Positive A. B. S. 6797, 6815, Dwarf Positive A.B. S. 6815A, 6821 and 6821A, eastward Positive A. B. S. 6822, Dwarf Positive A. B. S. 6798 and 6798A east and west ends of Thistle sidings are controlled by Operator at Thistle.

Dual controlled switches at east end of westward siding and west end of eastward siding are normally operated by Operator Thistle.

Positive A. B. S. 6797. When upper signal displays Proceed or Approach indication it is authority to proceed on westward main track on the time of first class or preference trains.

Positive A. B. S. 6822. When upper signal displays Proceed or Approach indication it is authority to proceed on eastward main track on the time of first class or preference trains.

Westward A. B. S. 6717, east end Narrows siding, has an additional signal on A. B. S. which, when illuminated, displays the letter "T" and when so illuminated is authority for westward trains to proceed on westward main track on the time of first class or preference trains.

CONTROLLED SIGNALS M. P. 1.8 BACCHUS SPUR

6-H. Trains entering Kennecott Corporation track, M. P. 1.8 Bacchus Spur, will call operator at Magna who will position signals to permit entrance into Kennecott Corporation track.

When signals indicate proceed switches may be lined for this movement and occupy Kennecott Corporation track on signal indication. Movement should be continuous and switches restored to normal position on completion of movement.

ANNUNCIATORS AND WARNING INDICATORS

6-I. Audible annunciator on eastward main track is located opposite A. B. S. 6842, east end Castilla siding, and on westward main track on mast of A. B. S. 6329, west of Lynn.

Eastward trains immediately after passing A. B. S. 6842 and westward trains immediately after passing A. B. S. 6329, will give the following whistle signals, using care to space whistle sounds as to be distinct.

Passenger trains	1 long blast
Manifest trains	2 short blasts
Other freight trains	3 short blasts

6-J. Warning indicator is located on east side of viaduct and south of eastward track at Soldier Summit, normal indication yellow. When there is a train or engine on the eastward track between A. B. S. 6528 and the viaduct no indication will be displayed by this indicator.

Westward A. B. S. 6955, just east of Springville station on westward track, has an additional signal mounted on mast below and to right of signal.

When a train or engine is occupying eastward main track between A. B. S. 6960 and 6955 this additional signal will display a yellow indication, unless A. B. S. 6955 displays a stop indication. Westward trains will approach Springville station prepared to stop if there is a train on eastward track at station receiving or discharging passengers, express, mail, baggage or way freight.

C. T. C.

6-K. Operator at Helper controls all positive A. B. S. 6253 to 6258, inclusive, as directed by Dispatcher Green River.

Following dual controlled switches are normally operated by Operator, Helper:

East end of crossover at end of two main tracks and at east end of crossover between westward main track and No. 1 lead.

Dual controlled spring switches at west end of these two crossovers.

Within these limits all other main track switches will be hand operated.

Westward A. B. S. 6253 (Spring Glen) has an additional signal and when illuminated displays the letter "S" which indicates the train must take siding and is authority to hand operate switch.

Westward A. B. S. 6257 has three signals. Upper signal governs movements to eastward main track; middle signal governs movements through crossover to westward main track; lower signal when displaying yellow indication authorizes trains to proceed without stopping at a speed not to exceed twelve (12) miles per hour to either eastward or westward main track when such track is occupied, or to No. 1 lead.

Westward Dwarf A. B. S. 6257 F has two signals. Upper signal governs unrestricted route to westward main track; lower signal when displaying yellow indication will be authority to proceed at a speed not to exceed twelve (12) miles per hour and may govern movement to westward main track, when it is occupied or to No. 1 lead.

Westward Dwarf A. B. S. 6257 FS and eastward Dwarf A. B. S. 6258 F will normally display a yellow indication. When displaying "STOP" it indicates there is an eastward or westward train or trains approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

Eastward Dwarf A. B. S. 6254A will normally display a yellow indication when switch is lined for (Spring Glen) yard. This signal has an additional signal on A. B. S. When the letter "S" is illuminated, it will be authority to hand throw switch at west end of crossover to main track, after which train will be governed by indication of A. B. S. 6254A.

Eastward train departing on No. 1 lead, must occupy release section, located 310 feet west of A. B. S. 6258 F, 48 seconds before Operator can position dual controlled spring switch for departure.

Eastward trains departing from lower train yard will communicate with Operator at Helper for signal indication when ready to depart.

Eastward trains departing from high or coal yard via Independent lead, must stop and obtain permission from Operator Helper before entering this lead. The Operator will not grant such permission until authorized by Dispatcher Green River, who will not issue such authority unless continuous movement can be made to Maxwell.

Operator at Kyune controls all Positive A. B. S. on westward main track between A. B. S. 6347W and 6388W, inclusive; Dwarf Positive A. B. S. 6348EA, east end Nolan siding, and Dwarf Positive A. B. S. 6388EA, east end Kyune siding, when inside switch has been lined for movement to westward main track. When making movement from east end of siding to westward main track at Nolan or Kyune, inside switch must be lined and movement will then be governed by signal indication displayed by Positive A. B. S. 6348EA or 6388EA.

Dual controlled switch east end of Nolan, westward track, is normally operated by Operator Kyune. All other main track switches are hand operated.

Eastward Positive A. B. S. 6358W governing reverse movements on westward main track, west end of Nolan, has an additional signal on A. B. S. which, when illuminated, will display the letter "S" and indicates that train must take siding and is authority to hand operate switch.

Dispatchers at Salt Lake City control all Positive A. B. S. between westward Positive A. B. S. 7013W, westward Positive A. B. S. 7013E, Provo, and eastward Positive A. B. S. 7408W, 7408E, 7408WF and 7408EF, East Roper.

Positive A. B. S. 7071W has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to eastward main track; lower signal governs movement to Geneva Steel Plant.

Positive A. B. S. 7071E has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to westward main track; lower signal governs movement through turnout to Geneva Steel Plant.

Dual controlled switches are located as follows: Each switch of trailing point and facing point crossover Mile Post 707.1, switch to Geneva Steel Plant, end of two main tracks at Dern, each end of siding American Fork, each switch of crossover between main track and American Fork siding at Mile Post 714.1, each end of siding Mesa, Olivers, Riverton, Midvale; end of two main tracks Endot, each switch of facing point crossover Mile Post 734.0, each switch of trailing point crossover West Midvale and each switch of facing point crossover East Roper and switch leading to inbound lead East Roper.

Dual controlled derail located opposite A. B. S. 7072F, on Geneva Steel Plant Lead and on west end of siding Midvale.

All other main track switches are hand operated.

Between Mile Post 701.3, Provo, and Dern and between Endot and East Roper both main tracks are signalled for normal and reverse movements.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains consisting of streamlined equipment, when handled with Diesel-electric locomotives with all dynamic brakes operative, may be operated at a speed of (5) five miles per hour greater than the normal speed authorized on tangents and curves, except between Kyune and Helper; but all speed restrictions in the timetable, other than zone speeds, will be applicable.

7-A. Except as otherwise provided, inferior class and extra trains and engines will clear the time of California Zephyr trains, Nos. 17 and 18, not less than 10 minutes.

7-B. Rear trainman out of Salt Lake City will change marker lens from green to yellow by manipulating from within the rear of the observation car.

7-C. When making terminal test of air brakes at Salt Lake City, the automatic brake, as well as the electro-pneumatic straight air brake must be tested as follows:

Upon request or proper signal, engineman will apply the automatic brake in accordance with Rule 8-G of Rules and Regulations Governing Operation and Maintenance of Air Brakes. After inspection has been completed inspectors will signal for release of brakes and after automatic brakes are released another signal to apply brakes will be given. Engineman will change brake valve to "SA" position and apply electro-pneumatic straight air brake, after which another inspection must be made to determine that all brakes are applied. Inspector will then signal for release and engineman will release the electro-pneumatic brake. Inspectors will then note that all train brakes are released before removing blue signal from engine.

Incoming engineman, at Helper, will make electro-pneumatic application of brakes and inspector will note that brakes apply, then signal for release.

Outgoing engineman will release brakes and inspector will note that brakes release. This test to be followed by running test in accordance with Rule 11 of Rules and Regulations Governing Operation and Maintenance of Air Brakes as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

The standard brake pipe pressure for California Zephyr trains is 110 lbs. and any locomotives used to handle these trains must have feed valve adjusted for this pressure.

California Zephyr trains are equipped with rear red and white lights but these lights will not be in operation between Denver and Salt Lake. Trainmen before departing Salt Lake will see that they are turned off.

8. 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 train should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employes 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."

8-A. Rule 91 is modified to the extent that trains being operated between Union Depot Salt Lake City and U. P. crossing 9th South are required to keep only five (5) minutes apart.

8-B. Westward trains leaving Soldier Summit must keep at least ten (10) minutes apart.

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

Sub-Div.	Mile	Description
6	626.7	Sanding facility between Westward and Eastward track and coaling facilities.
6	636.1	Nolan Tunnel, Eastward Track.
6	639.4	Kyune Wye.
6	639.5	Kyune Wye.
6	645.3	Colton Wye.
6	651.7	Viaduct.
6	744.8	Viaduct—Freight Tracks.
6-B	6.3	Goose Island Rescreener Plant.
6-B	7.0	Mutual Mine Tipple.
6-C	21.1	Clear Creek Mine Tipple.
6-C	21.5	Eagle Mine Tipple.
6-D	122.5	Sevier Tunnel.
6-E	30.2	Tunnel.
6-E	34.6	Tunnel.
6-I	2.8	Sandy, Loading Chute, Siding.
6-J	.05	U. S. Smelter.
6-J	.06	U. S. Smelter Bridge.
6-J	.06	U. S. Smelter Flume.
7	769.6	Wagon Bridge.
Sugar House Spur	7.6	Le Grand—Rock Quarry.

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

10. 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.

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

Speed restrictions governing "other" freight trains governs the speed of mixed trains and governs the speed of light engines, unless otherwise provided, except that between Kyune and Helper eastward, and Soldier Summit and Thistle westward, light engines may run 25 miles per hour.

Where other speed restrictions do not prohibit, Diesel locomotives running light may be operated in A. B. S. limits at a maximum speed of sixty (60) M. P. H., but will not exceed the maximum speed authorized for passenger trains.

Diesel locomotives when double-heading with steam engines, must be placed on head end and will not be double-headed with steam engines smaller than M-64 Class.

Steam engines running backward will not exceed 15 M. P. H. on curves and 25 M. P. H. on tangent track.

ZONE SPEEDS	Passenger Trains Miles per Hour	Freight Trains Miles per Hour	
		Coal & Ore	Other
Sub-Divisions 6 and 7: Except as specified below	55	40	40
Kyune to Lynn (eastward)	30	15	20
Lynn to Helper (eastward)	30	15	15
Soldier Summit to Gilluly (westward)	30	15	20
Gilluly to Detour (westward)	30	15	25
Detour to Narrows (westward)	40	20	25
Narrows to Rio (westward)	35	20	25
Rio to Thistle (westward)	45	20	25
Thistle: On curve between coal chute and highway viaduct	10	10	10
Thistle-Gomex	60	40	40
Gomex—Mile Post 702.5	65	40	50
Mile Post 702.5—Endot	70	40	50
Endot-Salt Lake City	65	40	50
Salt Lake City 8th North—Transfer	58	48	48
Salt Lake City between 8th North and 9th South	12	12	12
Approaching and over network of switches and passenger platform Ogden Union Depot Passenger Yard	8	8	8
Layton Sugar Co. Bennett Branch	10	10	10
Freight trains handling more than two cars of coal or ore, and when handled by Diesel locomotive with dynamic brake operative more than ten cars of coal or ore in open top equipment, will be restricted to coal and ore speed between Soldier Summit and Thistle.			
Where above restrictions do not specify direction, speed restrictions apply to both eastward and westward movements.			
Sub-Division 6-A	12	12	12
Sub-Division 6-B	10	10	10
Sub-Division 6-C	15	15	15
Sub-Division 6-D			
M. P. 1–44	35	25	25
M. P. 44–69	50	40	40
M. P. 69–132.2	35	25	25
Moroni Spur	--	15	15
Sub-Division 6-E:			
Eureka-Pearl	20	12	12
Pearl-Springville	35	25	25
Between Spanish Fork Sugar Factory and Del Monte Packing Co.	10	10	10
Sub-Division 6-F	12	12	12
Sub-Division 6-G	25	20	20
Sub-Division 6-I	15	15	15
Sub-Division 6-J	20	12	12
Sub-Division 6-K			
Welby—Kearns	30	30	30
Kearns—Garfield	20	20	20
Sub-Division 6-L	20	12	12
Sub-Division 6-H	10	10	10
Sub-Division 7-A	12	12	12

ZONE SPEEDS	Passenger Trains Miles per Hour	Freight Trains Miles per Hour	
		Coal & Ore	Other
All Sub-Divisions, except where Sub-Division restrictions in certain territories require lower speed:			
Thru turnout spring switches at east end Helper yard, Nolan, Kyune, Soldier Summit, Scenic, Gilluly, Narrows, Rio, Thistle, and East Roper	15	15	15
Thru turnout dual controlled switches and spring switches east end Helper yard, Thistle, Geneva Steel Plant lead, Midvale siding and switch entering East Roper yard	15	15	15
Thru dual controlled switches east and west ends siding and crossover from main track to siding M. P. 714.1, American Fork, east and west ends siding Riverton and thru turnout at Endot	32	32	32
Thru other turn outs equipped with spring or dual controlled switches	25	25	25
In or out of other turn outs	15	15	15
Trailing thru spring switches on straight track	30	30	30
Thru Interlocker, Ironton	60	40	50
Over railroad crossing M. P. 705.7	70	40	50
Thru Interlocker on running tracks 9th South, Salt Lake City	12	12	12
Thru other Interlockers	35	25	25
Over railroad crossing main track, 9th South, Salt Lake City	12	12	12
Between distant signals, railroad crossing M. P. 771.2	30	25	25
Over railroad crossing M. P. 771.2	20	20	20
Over other railroad crossings not interlocked	25	20	20

Maximum speeds permissible in any service by various classes of power and equipment, as follows:	Miles per Hour
Diesels 600, 601	75
Diesels 548, 552-554, M-68, M-64	70
Diesels 540-547, 549-551, 555-557, 150-152, L-105	65
Diesels 120-123	60
K-59	55
Diesels 66-74, 100-119, M-67, M-78	50
M-75, L-131-132	45
F-81, L-95, L-107	40
Diesels 38-43, C-48, K-63, L-62, L-109, Steam Derricks 025-026	35
Engines without pony trucks 50-60 series, engines dead with side rods up	25
Engines dead with all side rods down	15
Engines with one pair wheels swinging	10
Other derricks, steam shovels, clam shells, ditchers, pile drivers, scale test cars, D. & R. G. W. cars X-3350 and 3351, K-J and Western Air Dumps, loaded system coke racks	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 or ore 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 or ore, 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.

10-B. City ordinance speed limits as follows:

STATION	Miles per Hour
Helper	35
Springville	30
Provo	30
American Fork	30
Lehi	30
Midvale	35
Mt. Pleasant	12
Murray	30, crossings 20 miles per hour
Salt Lake City, 9th So. to 8th No. Streets	12
Ogden Passenger	30
Ogden Freight	15

11. Company surgeons are located as follows:

E. A. Hinds, Chief Surgeon—Denver

R. S. Allison, Asst. Chief Surgeon—Salt Lake City.

Name	Location	Name	Location
A. R. Demman	Helper.	F. H. Raley, Oculist	Salt Lake City.
Frank J. Gorishek	Helper.	J. A. Cleary, Aurist	Salt Lake City.
E. V. Long	Castle Gate.	G. S. Diumenti	Bountiful.
O. W. Hardy	Clear Creek.	Geo. W. Buchanan	Farmington.
Clair W. Judd	Springville.	N. Z. Tanner	Layton.
L. D. Stewart	Payson.	R. C. Peterson	Clearfield.
Jesse J. Weight	Provo.	Clark L. Rich	Ogden.
Chas. M. Smith	Provo.	R. W. Pugmire, Oculist and Aurist	Ogden.
W. R. Hasler, Oculist and Aurist	Provo.	K. O. Nielson	Heber.
G. S. Richards	American Fork.	Steele Bailey	Eureka.
E. Eddington	Lehi.	S. B. Rigby	Fairview.
Oscar J. Graham	Midvale.	Lucien Sears	Manti.
Frank H. Thone	Murray.	R. E. Noyes	Salina.
B. W. Palmer, Oculist	Salt Lake City.	T. R. Gledhill	Richfield.
M. C. Linden	Salt Lake City.	H. A. Dewey	Richfield.
F. D. Spencer	Salt Lake City.	W. W. Miles	Richfield.
H. I. Goodwin	Salt Lake City.	K. L. Jenkins	Marysvale.
J. J. Galligan	Salt Lake City.	Dean G. Rigby	Moroni.
W. S. Peltzer	Salt Lake City.	R. G. Frazier	Bingham Canyon.

11-A. Hospitals are located as follows:

St. Marks and Holy Cross—Salt Lake City.
Dee Memorial—Ogden.
St. Benedicts—Ogden.

11-B. PROMPT TELEGRAPHIC REPORT (Form 3884) MUST BE MADE OF ALL ACCIDENTS.

In the event Form 3884 cannot be furnished without unduly delaying the train a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given:

Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or pullman passenger with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

Forms 3918-3922—All personal injuries and all crossing accidents.
Form 4009—When accident occurs on train to be filled out by passengers.
Form 4012—Inspection of Equipment (Mechanical Dept.).
Form 4119—Fire Report (Section Foreman).
Form 3511—Stock Struck Report (Enginemen).
Form 4117—Stock Report (Section Foremen).

11-C. SURGICAL ATTENTION.—(Passengers and Employes): 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.

11-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 FLAG STOPS

12. Numbers 1 and 2 will stop at any station to discharge pay passengers ticketed thru from foreign lines, or to pick up pay passengers ticketed thru to points on foreign lines.

No. 17 will stop at Provo to discharge revenue passengers from Chicago and receive revenue passengers for San Francisco.

No. 18 will stop at Provo to discharge revenue passengers from San Francisco and receive revenue passengers for Chicago.

No. 8 will stop at any station to pick up pay passengers for Denver and beyond.

12-A. No. 1 will stop at any station to discharge pay passengers, and stop at Castle Gate and Royal to pick up pay passengers.

12-B. No. 2 will stop at any station to pick up pay passengers for points east of Grand Jct., and stop at any station between Salt Lake City and Provo to pick up pay passengers for east of Thistle.

12-C. Numbers 11 and 12 will stop at M. P. 6.0 (old Clinton), and on signal at Ivie, and No. 11 will stop on signal at Bastian and road crossing near Milburn to load milk.

No. 11 will stop at Joseph, Kema, Aurora, Redmond, Axtell and Sterling daily except Sunday for exchange of mail.

13. **SPRING SWITCHES**

Miles from Denver	Location Spring Switches	Normal Position
625.3	Helper-East end independent lead	Main Track
634.8	Nolan-Inside switch east end siding	Eastward Main Track
634.8	Nolan-East end siding	Eastward Main Track
635.7	Nolan-West end siding	Westward Main Track
638.9	Kyune-East end siding	Eastward Main Track
640.0	Kyune-West end siding	Westward Main Track
650.3	Soldier Summit Crossover	Eastward Main Track
650.4	Soldier Summit Crossover	Crossover
650.4	Soldier Summit east end siding	Eastward Main Track
651.8	Soldier Summit Crossover	Westward Main Track
656.2	Scenic-East end siding	Eastward Main Track
661.4	Gilluly-West end siding	Westward Main Track
665.0	Detour-East end siding	Eastward Main Track
671.6	Narrows-East end siding	Eastward Main Track
672.7	Narrows-West end siding	Westward Main Track
675.9	Rio-East end siding	Eastward Main Track
681.5	Thistle-West end siding	Westward Main Track
740.7	East Roper	Eastward Main Track

DUAL CONTROLLED SPRING SWITCHES

625.6	Helper	Independent Lead
625.7	Helper	Independent Lead
650.4	Soldier Summit East Yard Lead	Safety Derailing Track
651.8	Soldier Summit "Tail Track"	"Tail Track"

13-A. **LOCATION OF CROSSOVERS ON TWO MAIN TRACKS**

Miles from Denver	Points	Miles from Denver	Points	Miles from Denver	Points
626.0	Trailing.	657.3	Trailing.	684.1	Facing.
626.6	Trailing.	660.2	Facing.	685.0	Trailing.
627.0	Facing.	660.2	Trailing.	688.6	Trailing.
628.8	Trailing.	661.8	Trailing.	695.7	Trailing.
629.6	Facing.	661.8	Facing.	695.7	Facing.
630.1	Trailing.	665.0	Facing.	699.2	Facing.
630.6	Trailing.	666.1	Trailing.	699.9	Trailing.
631.2	Facing.	671.6	Trailing.		
631.8	Trailing.	672.7	Facing.	700.9	Trailing.
644.7	Trailing.	675.9	Facing.	701.0	Facing.
645.3	Facing.	677.1	Trailing.	707.1	Trailing.
650.3	Trailing.	680.0	Facing.	707.1	Facing.
650.8	Facing.	680.7	Facing.	734.0	Facing.
651.2	Facing.	680.9	Facing.	735.9	Trailing.
651.6	Trailing.	681.0	Trailing.	740.8	Facing.
651.8	Facing.	682.3	Trailing.	742.5	Facing.
656.1	Facing.	682.3	Facing.	743.6	Trailing.

14. **Water Tanks or Cranes between Stations:**

Sub-Division 6, located Mill Fork, M. P. 669.8.

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

Kenilworth Jct.	Sub-Division	6-A	Provo	Sub-Division	6-G
Spring Canyon Jct.	Sub-Division	6-B	Midvale	Sub-Division	6-I
Colton	Sub-Division	6-C	Midvale	Sub-Division	6-J
Thistle	Sub-Division	6-D	Welby	Sub-Division	6-K
Springville	Sub-Division	6-E	Dalton	Sub-Division	6-L
Pearl	Sub-Division	6-E	Provo Jct.	Sub-Division	6-H
			Roy	Sub-Division	7-A

16. Headlights of diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with operating rules 17-B and 17-C.

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employees to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected, the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejectment should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

Tracks not Shown as Stations in Time-Table

NAME	Mile	Car Capacity	Switch Connection
SUB-DIVISION 6			
Kenilworth Junction	627.4	Yard	West
Lynn	631.9	130	East
Mill Fork	669.9	11	West
Law	692.1	12	West
Ironton { Republic Creosoting Co. / Columbia Steel Co. / Pacific States Cast Iron Pipe Co. }	698.2	Yard	E. & W.
Knudsen	702.4	12	East
Cronin	707.0	17	East
Wing	712.3	18	E. & W.
Lehi Industry Track	717.0	33	E. & W.
Gravel	721.4	40	East
Stewart (Disconnected)	726.4	7	West
Lampton	730.6	20	East
Smelter	737.4	92	E. & W.
Fire Clay, Westward Track	739.0	27	East
Dunford, Westward Track	740.6	10	East
Sugar House Spur (Roper to Le Grand)	742.5	Yard	West
SUB-DIVISION 6-C			
Monay Coal Co.	13.8	22	West
SUB-DIVISION 6-D			
Moroni Spur	53.2	Yard	East
Gunnison Sugar Factory	75.0	Yard	West
Ivie—Mill Spur	90.2	12	West
Ivie—Beet Spur	90.3	17	East
Kane	93.4	13	E. & W.
Bastian	94.9	9	East
Gurr (Jumbo Mill Spur)	97.1	9	West
Jumbo Mill	97.6	Yard	West
Gramse	101.6	40	E. & W.
Silver	107.4	10	East
Vaca	119.5	21	E. & W.
SUB-DIVISION 6-E			
Springville-Mapleton Sugar Factory	1.6	85	West
Spanish Fork Sugar Factory	5.1	93	E. & W.
Leland	6.1	7	West
Lewis	7.2	8	West
Keigley	16.0	Yard	E. & W.
Lant	23.0	16	West
Gab	32.9	4	East
Saddle	36.0	12	E. & W.
Eagle and Blue Bell Mine	37.9	14	West
Gemini Mine	38.2	50	West
Chief Con. Mine	38.4	60	West
Godiva (Eagle and Blue Bell Spur)	0.7	30	East

NAME	Mile	Car Capacity	Switch Connection
SUB-DIVISION 6-G			
Knight Coal Co.	0.7	9	East
North Provo	1.7	14	E. & W.
Provo Pressed Brick Works	2.1	15	West
SUB-DIVISION 6-H			
Lakeview	2.0	5	East
SUB-DIVISION 6-J			
U. S. Smelter	0.5	Yard	West
West Jordan Milling Co.	0.9	8	West
Hannum	3.7	6	E. & W.
Robbe	9.5	2	East
Cooperton { Leadmine / Kennecott Corpn. }	11.9	Yard	East
SUB-DIVISION 6-K			
Bacchus Spur	6.1	Yard	West
Sands Spur	15.3	Yard	West
SUB-DIVISION 6-L			
Snyder	2.5	4	West
U. S. Trap	2.9	7	West
SUB-DIVISION 7			
Elliott	751.3	10	East
Brown's Spur	754.2	8	East
Valencia	755.2	12	East
Haight	762.2	6	West
Layton Sugar Works	768.0	150	West
Bennett Branch (Layton Sugar Co. Tracks)	768.0	Yard	West
Mabey	771.0	3	West
Smith's Canning Co.	771.2	24	West
Ellison	772.0	11	East
Gifford	773.7	20	E. & W.
Star Canning Works	774.5	20	East
Ogden Sugar Works	779.5	146	East
Evona	779.9	30	East
SUB-DIVISION 7-A			
Hooper Sugar Works	3.5	99	West
Hooper Canning Works	3.6	21	West

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Helper	ABS 6246	ABS 6400
Soldier Summit	ABS 6400	ABS 6618
Thistle	ABS 6618	ABS 6885
Provo	ABS 6885	ABS 7157
Midvale	ABS 7157	ABS 7408
Salt Lake City	ABS 7408	ABS 7530
Clearfield	ABS 7530	ABS 7812

LOCATION WAYSIDE RADIO STATIONS

Helper
Soldier Summit
Thistle
Provo
Salt Lake City—Chief Dispatcher

LOCAL WATCH INSPECTORS

Name	Location
Packer & West	Ogden
H. B. Miller & Co.	Salt Lake City
G. H. Heindselman	Provo
Ross Jewelers	Helper