

SPECIAL INSTRUCTIONS.

1. TRAIN WORK.—Trains must be made up systematically in station order, which order will be preserved in taking or leaving cars. In loading freight it must, as far as practicable, be consolidated in full car loads and occupy the least number of cars required. Conductors must observe the above in loading local freight. Agents at way stations must hold small lots of freight to load on trains instead of loading in cars at station. Agents at district terminals will transfer and consolidate the contents of lightly loaded cars.

2. Except between Tucker and Soldier Summit, not more than two engines must be coupled to a Passenger train. If more power is required, train must be divided. From Tucker to Soldier Summit, when only one helper is required, it must be used as a pusher, and air cut through. A second helper may be used when necessary coupled ahead of regular road engine in the usual way.

3. Two coupled engines must not be used in switching except on grades where one engine cannot handle train.

4. When double-headers are used on trains, the head engine will start the train, the engineer on second engine using only sufficient steam to take the weight of his engine off of train.

5. No train or engine will start on its run or leave Salt Lake or Helper without orders or clearance.

6. Trains will run between Soldier Summit and Tucker, Kyune and Castle Gate, and Mill Fork and Thistle with the greatest care. Under no circumstances must trains exceed schedule time between these points. Helpers and specials will not exceed Passenger train schedule, and extra Freights will not exceed Freight schedule in these districts. Helper engines of 300, 400, 600 and 700 class, when running light must not exceed 20 miles per hour.

7. On double track between Tucker and Soldier Summit East-bound trains will run south track; West-bound trains will run north track. Double track connection at Soldier Summit is the extreme east switch before reaching snow shed. Junction switches at Tucker and Soldier Summit must be set and locked for east-bound track. Attention is called to last paragraph of Rule 99, and Rules 100, 101 and 102. West-bound trains must keep ten minutes apart, and east-bound trains will be governed by Rules 87, 88 and 89. Trains going up Soldier Summit with coaches behind pusher will pull through to east end of snow shed to switch coaches onto train, and not leave coaches at west end for train to back onto, account of danger in cars getting away.

8. All West-bound trains will stop on Soldier Summit and prove brakes before proceeding. West-bound trains will come to a full stop at Midway Safety Switch, and will not proceed until they get a signal to do so from Switch Tender. Cars must not be taken from Soldier Summit to Tucker, Kyune to Castle Gate, or Eureka Summit to Goshen, unless preceded by and attached to an engine. Trainmen must be at their posts on the train while descending these grades and through the canyons, prepared to apply hand brakes should the air fail. Water brake will be used between Soldier Summit and Tucker, on light engines and engines attached to all freight trains. When inspecting air brakes on made up trains with engine attached, inspectors will include the inspection of tender brakes and engine driver brakes. The travel of pistons on driver brakes must not be less than $7\frac{1}{2}$ nor more than $9\frac{1}{2}$ inches. All cases where driver brakes have piston travel less than $7\frac{1}{2}$ or more than $9\frac{1}{2}$ inches must be promptly reported to the General Master Mechanic.

9. East-bound loaded cars must be inspected at Soldier Summit by car inspector, and the brakes properly adjusted.

10. Engines must not be allowed to blow off at Soldier Summit while trains are undergoing inspection. Enginemen are required to be on the look-out for signals as it is not necessary for inspectors or trainmen to notify them verbally what is required.

11. Engines must not stand in front or opposite the hotels at Helper and Thistle Junction and blow off steam.

12. Note Rule 67, Book of Rules: Whistle signals will not be used by pusher engines on passenger trains, except in cases of emergency. Hand or lamp signals will be passed to the head engine by trainmen.

13. Cars must not be placed on the Safety Spur at Midway, and the upper wye track at Tucker. The wyes at all stations must be kept clear.

14. The passing track at Helper must be kept ENTIRELY CLEAR and be USED ONLY AS A PASSING TRACK. Cars will not be left standing on this track unless the yard is blocked, in which event the Agent will notify the Trainmaster of the fact.

15. Trains reducing at Provo will place west loads on west end of Rio Grande Western transfer track to Oregon Short Line.

16. Cars neither loaded or empty will be left on scale tracks. Exception will be made only in case of coaches set out to be picked up by passenger trains.

17. Speed of trains must not exceed ten miles an hour when crossing over Bridges 29 A, 32 A, 34 A on Tintic Range Branch. In passing over Lamb's Canon Trestle, under no circumstances must trains exceed ten miles an hour; Engineers will see that ash-pans on Engines are closed, so as to avoid the possibility of fire.

18. The speed of trains when within the switch limits of the Ogden Union Depot must not exceed 5 miles per hour.

19. On Freight trains all the pressure cocks must be used between Kyune and Helper, Soldier Summit and Thistle, Summit and Eureka, Summit and Goshen, Altus and Gogorza, and Altus and Le Grand. On Passenger trains all the pressure cocks must be used between Kyune and Helper, Soldier Summit and Tucker, Mill Fork and Thistle, Altus and Gogorza, and Altus and Le Grand, and at other points, on both Freight and Passenger, as many as the Enginemen may request. Retainers on tourist cars with cast iron wheels will not be used going down Price Canon, or between Mill Fork and Thistle Junction, except when trains consist entirely of tourist cars.

20. At all sidings and spurs where safety switches are placed, they must be set and locked in position to prevent cars from running out on main line. Clearance posts have been placed on main line switches. In all cases cars must be left on sidings inside of these posts. On sidings and spurs not shown in time table, safety switches are located at Evona, Ogden Sugar Track, Enterprise, Vigilini and Germania, also on Colton stock yards track.

21. Train and Enginemen are cautioned about approaching the Union Stock Yards buildings at North Salt Lake, as the unloading Chutes, Platforms and Gates will not clear a man riding on top or on the side of cars.

22. Engine crews must be on their engines and ready for service not less than thirty minutes before leaving time.

23. Under no circumstances will train and engine men be called at saloons for duty. Frequenting saloons will be considered cause for dismissal from the service. See Rule 08, Book of Rules and Regulations.

24. At the Crossing of the Oregon Short Line and Rio Grande Western Railways at Syracuse, Oregon Short Line trains will cross over the Rio Grande Western Main Line under protection of flag. Rio Grande Western trains must reduce speed over this crossing to not exceed twenty miles per hour. At the crossings at North Salt Lake, Hanauer and Sandy, Rio Grande Western trains will cross over the Oregon Short Line Main Line under protection of flag. Oregon Short Line trains will not be required to come to a full stop. At the crossing at M. P. 76½, Oregon Short Line trains have the right to cross ahead of the Rio Grande Western trains. At the Crossing at M. P. 42, Tintic Range Branch, Rio Grande Western trains have the right to cross ahead of Oregon Short Line trains. At the crossing of the Sanpete Valley and Rio Grande Western Railways at M. P. 60, Sanpete and Sevier Branch, Rio Grande Western trains have the right to cross ahead of the Sanpete Valley trains. Oregon Short Line trains will enter on Main Line of Rio Grande Western Railway at Union Stock Yards Junction, and the Copper Smelter Junction, under protection of flag. At Ogden Sugar Crossing, Mile Post 2.6, Rio Grande Western trains will approach switches on lookout for signals. This switch connection will be used by Oregon Short Line trains under flag. Rio Grande Western switch trains will cross over Oregon Short Line narrow-gauge track at Fourth West and South Temple streets, Salt Lake City, under protection of flag.

25. Tintic Branch passenger trains will occupy main line at Springville, using cut-off from main line to Tintic branch. See Rules 94 and 114. Train No. 7 must not pull onto main line at Springville until Conductor has first ascertained if all sections of No. 5 have arrived.

26. On Branches White Station Signals will not be displayed at Day Offices after the departure of regular trains for the day.

27. The safety guard chain on the railing of the rear car of passenger trains must, in all cases, be used, so as to insure safety to passengers. In case of there being no guard chain attached to the railing, the end of the bell cord must be used as a substitute.

28. Air pump governors on engines running on the Second District and Sanpete Branch, will be set at seventy (70) pounds; and on the First District and other branches, will be set at eighty (80) pounds. Engineers will see that they do not exceed this air pressure in train-line. Excess pressure should not be more than thirty (30) pounds above that on train-line.

29. The Baggage Compartment of combination cars must be kept locked. This compartment is not for the use of passengers.

30. Switch and road engines have the right to use track within yard limit boards regardless of irregular trains. At stations where semaphore signals are operated, trains finding semaphore arm in horizontal position and displaying red light at night, must come to full stop and give whistle signal per Rule 42, and will then under flag pull in slowly so as to have train under protection of semaphore. Crews doing work at station requiring use of main line will set semaphore at danger before pulling out onto main track. The Conductor or Brakeman of last train arriving will at once proceed to signal lever and be responsible for its proper position until his train is clear of main line. See Rules 96, 97 and 114. Semaphores are located as follows: Bingham Junction, west end; Provo, east end; Springville, east end; Thistle, east and west ends; Tucker, west end, long and short; Soldier Summit, east end of snow shed; Colton, east end; Castle Gate, west end; Helper, west end; Price, west end; Mounds, east and west ends; Green River, west end.

31. When passenger trains meet at Thistle Junction the train not having right to main line will use Sanpete track. The switch leading from wye to old passing track must be set for passing track. The switch from old passing track into Sanpete main line at coal chute must be set and locked for passing track. In changing engines at Thistle Junction main line must not be occupied until after arrival of trains. Engines for east-bound trains will stand on cut-off at water tank, Engines for west-bound trains in west end of yard.

32. Engines will not back down the cut-off track to water tank at Thistle Junction while a passenger train is standing foul of frog of the west passing track.

33. No. 1 track at Colton is designated as main line for Pleasant Valley Branch trains.

34. At Colton, the passing track designated for main line trains is that connecting east of the present scales, passing behind the depot, and connecting with the new side track east of the main line. The cross over must be kept clear.

35. When coupling pusher engines onto trains, trainmen will temporarily open air cocks before coupling up, so as to avoid blowing sand into the triples.

36. When going into eating stations passenger trains will run up to dining room and avoid making two stops.

37. Main line switch leading to U. C. Mine at Scofield will be left set for the track to U. C. Mine.

38. The rate of speed of engines and trains between Third North and Fourth South Streets, Salt Lake City, must not exceed 12 miles per hour.

39. Referring to question 41, page 82, Book of Rules and Regulations, when two engines are coupled together the air must be coupled through and handled by the engineer of the head engine in all cases.

40. When an engine crosses the turn table ready for road service, its movements are subject to the orders of the Transportation Department and engineers will make such time as is prescribed by time table or special order.

41. It is desired that train and enginemen have an opportunity to get their meals, but in order to do so they must give timely notice of where they wish to get them. The practice of going to meals after train orders are completed and train ready to go, causing serious delays, must be discontinued. In case of fast fruit or stock trains, crews are expected to order lunches to take with them. Freight trains will not be held for parties in charge of stock or other freight to get meals, at other than terminal stations.

42. When two or more trains meet where there is not sufficient siding capacity to allow them to clear the main line promptly, conductor of first train arriving will have charge of, and be responsible for having trains handled in such a manner as will cause the least possible delay. The first consideration must be given to passenger trains, next second class trains or extras handling green fruit or live stock.

43. Trains flagged must stop and pick up flagman, and ascertain what the flag is for. The train will not pass the flagman until it is ascertained from him what is the obstruction. Attention is called to Rules 25 and 32 in Book of Rules and Regulations.

44. Wheels are slid descending Soldier Summit grade, by reason of brakemen setting up hand brakes which work in conjunction with the air. To avoid this, cut the air out on two or three cars next to the engine, and use hand brakes on such cars. Trainmen will be responsible for flattening wheels. When cars have flat wheels the air will be cut out when it can be done without endangering the safety of the train.

45. Conductors will in all cases register the number or numbers of their helper engines, and operators in reporting trains which have helpers, will include numbers of same.

46. West-bound freight trains arriving at Helper will run up to the west switch, instead of leaving the trains at the east end of yard.

47. Rio Grande Western engines and crews going to Ontario Mill at Park City will get clearance ticket from Union Pacific Agent before going onto joint track.

48. When an extra and a special train meet, the extra will take the siding unless, otherwise instructed.

49. The names of enginemen will not be required on train orders, except when running light engines and acting in the capacity of Conductor.

50. Trains will make only one stop at Helper. While stopping at lunch counter, the baggage, express and passengers will be handled to and from train. Agent at Helper will notify outgoing passengers accordingly.

51. Dining cars must be trained ahead of the standard Pullman sleepers.

52. Cars must not be loaded with stone on Willow Creek Branch to exceed 40,000 pounds. Props to be loaded not to exceed height of five feet from floor of car.

53. Car Inspectors must not interfere with the signals carried by engines. When using the blue flag it must be placed on the rear of the tank of engine on the engineer's side.

54. Conductors and Engineers must give Brakemen and Firemen an opportunity to read train orders received on the road.

55. Helper engines coming into Thistle from the east, that turn at that point, will head in on the wye and back down, instead of heading down the main line or passing track and turning on turn table.

56. Coal Chute pocket No. 1 on main line at Thistle Junction will be reserved for main line passenger engines, and pockets Nos. 10 and 11 on Sanpete branch will be reserved for engines on trains 9 and 10. At Green River train No. 1 will take coal from pocket No. 5; train No. 3 from pocket No. 3; train No. 4 from pocket No. 6, and train No. 6 from pocket No. 2. Trains 2 and 5 will take sufficient coal at Helper and Grand Junction to carry them through.

57. East-bound trains will reduce speed through Provo to 20 miles per hour, commencing at half mile post west of Provo.

58. Engines on east-bound trains will take water from the east tank at Woodside, and those on west-bound trains will take water from west tank.

59. When two engines are used on freight trains between Springville and Summit, they will double-head from Springville to Goshen, but one must be used as a pusher from Goshen to Summit, putting the coach behind the pusher.

60. A ten minute block is effective at Kyune for all east-bound freight trains and light engines, and at Soldier Summit, Midway and Mill Fork for all west-bound freight trains and light engines, and Conductors will get clearance regardless of position of train signal board. No freight train will leave Soldier Summit following a passenger train until the passenger train has passed Midway. Engines must not follow immediately behind a passenger train going through Soldier Summit snow shed. Operators will be governed as above in issuing clearances. This will not relieve train crews from protecting their trains as per Rules 96, 97 and 99 of Book of Rules and Regulations.

61. Enginemen must not clean cinders from smoke arches or ash pans around stations, station grounds and snow sheds. There are cinder pits located on main line at Thistle Junction, Tucker, Colton, Woodside, Green River, Thompsons and Cisco for this purpose.

62. Engine and train crews in charge of trains have important duties to perform, and responsibilities which mean the safety of lives and property, which require their undivided attention. It is, therefore, necessary to prohibit social and family visiting with crews, while on duty at terminals or intermediate stations.

63. Helper engines between Tucker and Soldier Summit, when running light from Soldier Summit to Tucker, will carry white signals and may leave Soldier Summit on west-bound track without running orders, first obtaining a clearance ticket.

64. Single brake or non-air cars must not be sent to Bingham, Scofield, Winter Quarters, Clear Creek or Sunnyside, nor to points beyond Mill Creek on the Park City Branch.

65. Passenger trains with double-headers in taking coal on up grade will stop so that rear engine can take coal or water, and train will then drop back so as to permit the head engine to take coal or water. Hind brakeman must be at rear car on the lookout for train backing up.

66. Cars must not be left between the derailing switch and main line connection at Jennings Junction unless attached to an engine.

67. East-bound freight trains will not stop at Midway to unload freight or material. Such freight or material will be unloaded by the west-bound local.

68. When two sections of a passenger train arrive at Thistle Junction and stop for lunch at the same time, the second section will use the Sanpete main line in order to land passengers on platform at eating house.

REGISTERING STATIONS.

- | | | | |
|--|--------------------------------|--|-----------------------------------|
| B † Ogden Freight Station (Freight trains only.) | Provo. For branch trains only. | B Manti. | B Mounds. For Branch Trains only. |
| B † Ogden Passenger Station (Passenger trains only.) | B Heber. | Marysvale. | Scofield. |
| B † Salt Lake. | B † Springville. | B † Tucker. | B † Helper. |
| Park City. | Silver City. | Soldier Summit. | Sunnyside. |
| B Bingham Junction (Branch Trains only.) | B † Thistle Junction. | B Colton. For Pleasant Valley Branch trains and Main Line trains only that originate or terminate at Colton. | B † Grand Junction. |
| Bingham. | | | |

EXPLANATION OF CHARACTERS.

Letters at right of station names indicate telegraph call. Figures under each district and train indicate mileage of district and time used by trains in passing over the same.

N—Day and Night Telegraph Offices. ●—Coal. ○—Telegraph Box. ○—Water. D—Day (only) Telegraph Offices.
s—Regular Stop. f—Stop on Signals. †—Stop for Lunch. Y—Wye. §—Scales.
X—Turn Table. †—Standard Clock. *—Sand. B—Bulletins.
E. and L. indicate which side mail catchers are Located Going East. ☒—Location of Safety Switches on Sidings.

SIDINGS AND SPURS NOT SHOWN IN TIME TABLE.

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
Evona	2.2	46	East	Sharp's	149.9	19	None
Ogden Sugar Track	2.6	.....	"	Charcoal No. 2	153.8	8	West
Star Canning Company	7.8	31	"	Ruby Quarry	305.	6	East
Clearfield	10.	6	"	PARK CITY BRANCH.			
Lake Park	23.1	.....	West	Nutting Spur	6	6	East
Lake Shore	24.0	9	East	Metropolitan Spur	30.	3	West
Enterprise Brick Yard	30.6	19	"	BINGHAM BRANCH.			
Union Stock Yard	31.1	150	"	Placer	60.5	3	West
Viglini	31.2	25	"	SANPETE AND SEVIER BRANCH.			
Hot Springs	33.3	13	"	Stone Spur	152.5	8	West
Copper Plant	34.2	.....	"	Redmond	183.7	6	"
Cahoon	41.5	13	"	Vermillion	196.5	7	East
Morgan	42.8	222	"	TINTIC RANGE BRANCH.			
Germania	44.1	145	"	Iron	112.9	6	West
Pallas	44.5	80	"	Homansville	122.6	3	"
Lovendahl's	46.	8	West				
Austin	51.4	12	East				
Lamson	58.	9	None				
Sugar Factory	66.6	92	West				
Grundy's	82.3	8	"				
Midway Safety	123.6	23	East				
Jennings Junction	138.1	....	West				

SUMMARY OF MILEAGE

	MILES.
Main Line.....	328.40
Park City Branch.....	31.47
Bingham Branch.....	14.26
Bingham Tramway (Copper Belt R. R. Lessee).....	2.90
Little Cottonwood Branch.....	10.19
Provo Canon Branch.....	25.90
Tintic Range Railway.....	43.73
Sanpete Branch.....	61.63
Sevier Railway.....	70.88
Pleasant Valley Branch.....	21.43
Sunnyside Branch.....	17.38

SPURS.

Evona.....	0.36
Ogden Sugar Works.....	2.26
Roy Stamping and Canning Works.....	0.24
Lake Park.....	1.50
Union Stock Yards.....	1.11
Copper Plant.....	1.48
North Salt Lake Elevator.....	1.32
Roper to Mill Creek.....	3.25
Bingham Junction to Sugar Works.....	0.39
Bingham C. & G. M. Co. Smelter.....	0.66
Ogden Sugar Works.....	1.01
Piedra.....	0.07
Potter's Quarry.....	2.61
Jenning's Quarry.....	2.80
Sharps.....	0.18
Charcoal No. 2.....	0.08
Grand Junction Sugar Works.....	1.40
Springville Sugar Works.....	1.38
Keystone Mine.....	1.33
Bullion Beck Mine.....	0.39
Eureka Hill Mine.....	0.27
Mammoth Mill.....	1.29
U. S. Mining Company's Smelter.....	0.38
Wilford Spur.....	1.50
McIntosh Sampler.....	0.25
Spur to Ontario Mine.....	1.60
Winter Quarter's Spur.....	2.29
Utah Central Coal Mine Spur.....	1.41
Spur to Mines 2 and 3.....	0.58

TRAMWAYS.

Bingham to Mines.....	1.55
Wasatch to Alta.....	7.76
Total.....	670.87

MEDICAL STAFF

NAME	LOCATION
J. W. O'CONNOR (Chief Surgeon).....	Denver
R. S. JOYCE.....	Ogden
F. S. BASCOM.....	Salt Lake
J. F. CRITCHLOW.....	"
P. S. KEOGH.....	"
D. M. LINDSAY, (Oculist and Aurist).....	"
J. F. NOYES.....	American Fork
J. W. AIRD.....	Provo
FRED'K DUNN.....	Springville
I. W. WAITE.....	Castilla
E. B. ISGREEN.....	Scofield
M. O. FISHER.....	Clear Creek
W. B. CAFFEY.....	Castle Gate
A. J. HOLMQUIST.....	Helper
F. F. FISK.....	Price
A. W. DOWD.....	Sunnyside
H. R. BULL.....	Grand Junction
L. F. INGERSOLL.....	"
C. M. WILSON.....	Park City
A. G. ROBERTSON.....	Sandy
W. R. WHERRITT.....	Heber
W. W. WOODRING.....	Mt. Pleasant
W. H. OLSTEN.....	Manti
W. A. WADE.....	Eureka
HOSPITALS, HOLY CROSS AND ST. MARKS.....	Salt Lake

LENGTH OF STEM OF WYES.

Salt Lake.....	315 Feet.
Provo.....	300 "
Springville.....	524 "
Tucker.....	835 "
Soldier Summit.....	143 "
Colton.....	302 "
Kyune.....	100 "
Price.....	775 "
Mounds.....	250 "
Woodside.....	120 "
Green River.....	300 "
Thompson's.....	300 "
Goshen.....	286 "
Eureka Summit.....	210 "
Silver City.....	250 "
Oak Creek.....	240 "
Manti.....	300 "
Salina.....	615 "
Richfield.....	373 "
Sevier.....	600 "
Marysvale.....	540 "
Scofield.....	145 "
Gogorza.....	178 "
Park Junction.....	300 "
Park City.....	160 "
Heber.....	632 "
Sunnyside.....	1597 "

SPEED SCHEDULE.

SPACE Per Second. Feet.	RATE Per Hour. Miles.	TIME One Mile in Min. and Sec.	SPACE Per Second Feet.	RATE Per Hour. Miles.	TIME One Mile in Min. and Sec.	SPACE Per Second. Feet.	RATE Per Hour. Miles.	TIME One Mile in Min. and Sec.
1.47	1	60.00	58.67	40	1.30	110.00	75	0.48
7.33	5	12.00	61.60	42	1.26	117.33	80	0.45
14.67	10	6.00	64.53	44	1.22	124.67	85	0.42
17.60	12	5.00	67.47	46	1.18	132.00	90	0.40
22.00	15	4.00	70.40	48	1.15	139.35	95	0.38
26.40	18	3.20	73.33	50	1.12	146.66	100	0.36
29.33	20	3.00	76.27	52	1.09			
36.67	25	2.24	79.20	54	1.07			
44.40	30	2.00	82.13	56	1.04			
46.93	32	1.53	85.07	58	1.02			
49.87	34	1.46	88.00	60	1.00			
52.80	36	1.40	95.33	65	0.55			
55.73	38	1.35	102.67	70	0.51			

TRAINMASTER AND DISPATCHERS

G. F. COTTER, Trainmaster.
L. G. SLOAN, Chief Dispatcher.

First District and Branches.

C. L. HAMILTON, Dispatcher.
E. G. BROWN, Dispatcher.
F. MOORE, Dispatcher.
(195.70 miles.)

Second District and Branches.

F. P. HUMMEL, Dispatcher
J. H. RIEGEL, Dispatcher.
A. C. JONES, Dispatcher.
(469.36 miles.)

J. D. WELSH,

Superintendent of Car Service.

A. E. WELBY,

General Superintendent.

J. M. HERBERT,

Manager.

RUSSELL HARDING,

Vice-President and Gen'l Manager.

MAIN LINE—Helper and Ogden—FIRST DISTRICT.

MAIN LINE—Ogden

Car Capacity of Sidings and Location of Scales, Water, Fuel, Turning Stations, Mail Catchers and Safety Switches on Sidings.	WESTWARD												Miles from Denver	Time Table No. 51, April 3, 1902.	STATIONS AND SIDINGS	Miles from Ogden	EASTWARD							
	Third Class			Second Class			First Class										First Class		Second Class					
	35	33	31	23		21	11	9	7	5	3	1					2	4	6	8	10	12	20	22
	Coal	Way Freight	Freight	Fast Freight	Fast Freight	Passenger	Passenger	Passenger	Pacific Limited	Pacific Exp.	Pacific Mail.	Atlantic Lmtd					Atlantic Exp.	Atlantic Mail	Passenger	Passenger	Passenger	Fruit Exp.	Fruit Exp.	
Arrive Daily AM	Arrive Daily Exc. Sunday PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily AM	Arrive Daily AM	Arrive Daily PM	Arrive Daily PM	Leave Daily PM	Leave Daily PM	Leave Daily AM	Leave Daily PM	Leave Daily AM	Leave Daily AM	Leave Daily PM	Leave Daily AM					
633 ● ○ * Y § X																								
65 L																								
63 H																								
57																								
65 ○																								
74 H																								
1496 ● ○ * Y § X																								
45																								
61																								
286 ● ○ * Y § L																								
60 R																								
59																								
68																								
78 R																								
57 R																								
55 ○																								
49																								
231 ○ Y																								
120 ○ * Y § L																								
65 L																								
43																								
326 ● ○ * Y § X																								
75																								
46																								
74 H ○																								
140 ● ○ * Y																								
31																								
59 * Y																								
252 ○ * Y § XL																								
53 H ○ Y X																								
68 H																								
246 ○ * R																								
268 ● ○ * X																								

RIGHTS OF TRAINS—East-bound trains have right of track over West-bound trains of same or inferior class, except No. 5, which has right of track over all trains.

Trains 7, 8, 9 and 10 will stop on signal at Pallas (platform) mile post 44.5. Water (stand pipe) at mile post 58.7. No. 3 will let off passengers at American Fork and Lehi when holding tickets from stations east of Thistle Junction. Springville is a flag station for train No. 2 for ticket passengers east of Grand Junction. Trains 9 and 10 will stop on signal at Lamson. Trains 2 and 5 will not handle express from or to intermediate stations, excepting Salt Lake City.

RIGHTS OF TRAINS—East-bound trains have right of track over West-bound

Trains 7, 8, 9 and 10 will stop on signal at Pallas (platform) mile post 44.5. Water (stand pipe) at mile post 58.7. No. 3 will let off passengers at American Fork and Lehi when holding tickets from stations east of Thistle Junction. Springville is a flag station for train No. 2 for ticket passengers east of Grand Junction. Trains 9 and 10 will stop on signal at Lamson. Trains 2 and 5 will not handle express from or to intermediate stations, excepting Salt Lake City. Trains 9 and 10 will stop on signal at Sugar

FIRST DISTRICT.

MAIN LINE—Ogden and Helper—FIRST DISTRICT.

WESTWARD								EASTWARD															Car Capacity of Sidings and Location of Scales, Water, Fuel, Turning Stations, Mail Catchers, and Safety Switches on Sidings.
First Class								First Class						Second Class			Third Class						
21	11	9	7	5	3	1	Miles from Denver	STATIONS AND SIDINGS	Miles from Ogden	2	4	6	8	10	12	20	22	24	30	32	34		
Fast Freight	Passenger	Passenger	Passenger	Pacific Limited	Pacific Exp.	Pacific Mail				Atlantic Ltd	Atlantic Exp.	Atlantic Mail	Passenger	Passenger	Passenger	Fruit Exp.	Fruit Exp.	Fast Freight	Freight	Way Freight	Coal Empties		
Arrive Daily PM	Arrive Daily PM	Arrive Daily PM	Arrive Daily AM	Arrive Daily AM	Arrive Daily PM	Arrive Daily PM				Leave Daily PM	Leave Daily PM	Leave Daily AM	Leave Daily PM	Leave Daily AM	Leave Daily AM	Leave Daily PM	Leave Daily AM	Leave Daily PM	Leave Daily AM	Leave Daily Exe. Sunday AM	Leave Daily PM		
11.30	7.05			10.45	11.59	1.45	777.9	N	Ogden	Og	2.15	7.15	7.25			8.15	3.00	2.30	10.00			5.40	
11.08	6.54			10.31	11.44	1.30	770.4	□	ROY		7.5	2.25	7.26	7.36		f 8.27	3.18	2.48	10.20			6.12	
10.50	6.43			10.21	11.33	1.18	768.1	□	LAYTON		14.8	2.34	7.36	7.46		f 8.37	3.35	3.05	10.36			6.43	
10.42	6.39			10.18	11.29	1.14	760.8	N	KAYSVILLE	Ky	17.8	2.38	7.40	7.50		f 8.42	3.42	3.12	10.42			6.54	
10.27	6.32			10.11	11.22	1.07	758.4	□	FARMINGTON		21.5	2.44	7.46	7.56		f 8.48	3.52	3.22	10.51			7.10	
10.08	6.22			10.03	11.13	12.58	749.5	□	WOODS CROSS		23.4	2.52	7.55	8.06		f 8.58	4.08	3.38	11.13			7.30	
9.45	6.10	6.00	10.00	9.50	11.00	12.45	741.0	N	SALT LAKE	Un	36.9	3.05	8.10	8.20	5.00	8.00	9.10	4.30	4.00	11.45			1496 ● ○ * Y \$ X
9.15				9.35	10.50	12.35						3.15	8.20	8.30				5.15	4.25	12.40			
9.04		5.52	9.52	9.29	10.44	12.28	738.1	□	ROPER	Ro	39.8	3.20	8.26	8.36	f 5.06	8.06		5.25	4.35	12.47			45
8.52		5.46	9.44	9.23	10.38	12.22	734.2	D	MURRAY	Fk	43.7	3.25	8.32	8.42	f 5.12	f 8.12		5.46	4.45	12.55			61
8.38		5.37	9.36	9.17	10.32	12.15	730.3	N	BINCHAM JUNC.	Bj	47.6	3.30	8.38	8.48	s 5.20	s 8.21		5.56	4.56	1.15			236 ● ○ * Y \$ L
8.15		5.28	9.27	9.10	10.25	12.05	724.4	□	RIVERTON		53.5	3.36	8.46	8.56	f 5.28	f 8.28		6.09	5.10	1.34			60
8.06		5.20	9.21	9.05	10.19	11.58	721.1	□	OLIVER'S		56.8	3.41	8.52	9.05	f 5.36	f 8.34		6.17	5.18	1.44			59
7.55		5.11	9.12	8.55	10.11	11.49	716.3	□	MESA		61.6	3.48	9.00	9.12	5.44	8.41		6.28	5.28	1.56			68
7.46		5.04	9.02	8.49	10.05	11.42	712.7	N	LEHI	Hi	65.2	3.52	9.05	9.18	s 5.50	s 8.49		6.36	5.39	2.05			78
7.39		4.58	8.56	8.44	9.59	11.36	709.4	D	AMERICAN FORK	Ar	68.5	3.57	9.10	9.23	s 5.56	s 8.56		6.44	5.44	2.14			57
7.30		4.52	8.47	8.37	9.53	11.30	705.6	□	GENEVA		72.3	4.02	9.15	9.28	f 6.03	f 9.02		6.51	5.52	2.23			55
7.04		4.42	8.37	8.27	9.43	11.19	700.5	□	PROSPECT		77.4	4.10	9.25	9.38	6.10	9.10		7.04	6.04	2.38			49
6.48		4.35	8.27	8.20	9.35	11.10	696.5	N	PROVO	Vo	81.4	4.16	9.35	9.48	s 6.20	s 9.18		7.15	6.15	2.49			231
6.30		4.25	8.15	8.10	9.25	11.00	691.5	N	SPRINGVILLE	Ng	86.4	4.25	9.45	9.59	6.30	9.30		7.30	6.30	3.03			120
6.16		4.12		8.00	9.15	10.50	687.1	□	MAPLETON		96.8	4.34	9.53	10.10		f 9.39		7.45	6.46	3.17			65
5.55		4.02		7.51	9.06	10.41	680.3	□	CASTILLA		97.8	4.45	10.05	10.22		f 9.51		8.04	7.10	3.31			43
5.40		3.55		7.45	9.00	10.35	676.6	N	THISTLE JUNC.	Jd	101.3	4.55	10.15	10.30		10.00		8.22	7.35	4.00			326
5.24				7.33	8.50	10.26	672.3	□	RIO		105.6	5.05	10.25	10.40				8.30	7.48	4.14			75
5.10				7.24	8.43	10.21	670.0	□	RED NARROWS		107.9	5.10	10.35	10.48				8.43	7.48	4.14			46
4.48				7.19	8.38	10.21	665.2	N	MILL FORK	Mf	112.7	5.20	10.40	10.52				8.55	7.56	4.22			74
4.25				7.08	8.28	10.12	658.3	N	TUCKER	K	119.6	5.40	10.50	11.00				9.09	8.10	4.36			140
4.15				6.52	8.11	9.55	654.5	N	MIDWAY	My	123.4							9.35	8.35	5.10			81
3.50				6.36	7.55	9.39	651.6	N	SOLDIER SUMMIT	Jf	128.3	6.10	11.45	11.55				10.25	9.30	6.17			59
3.30				6.22	7.41	9.25	644.4	N	COLTON	Cn	133.5	6.24	11.59	12.11				10.45	9.50	6.35			252
3.10				6.17	7.36	9.20	639.2	N	KYUNE	Kn	138.7	6.35	12.11	12.23				11.00	10.07	6.54			53
2.40				5.59	7.19	9.00	635.0	□	NOLAN		142.9	6.47	12.22	12.34				11.15	10.25	7.11			68
2.15				5.31	6.47	8.29	630.2	N	CASTLE GATE	Cg	147.7	7.00	12.35	12.45				11.31	10.42	7.30			246
1.45				5.13	6.24	8.09	626.4	N	HELPER	Ra	151.5	7.10	12.45	12.55				11.45	10.55	7.57			268
1.15				5.02	6.13	7.57												12.50	6.00				

10.35] [1.55] [2.05] [1.45] [5.48] [5.46] [5.48] [151.5] [4.55] [5.30] [5.30] [1.30] [2.00] [1.55] [8.45] [8.25] [9.57] [11.30] [12.00] [10.00]

class, Except No. 5, which has right of track over all trains. RIGHTS OF TRAINS—East-bound trains have right of track over West-bound trains of same or inferior class, Except No. 5, which has right of track over all trains.

Let off passengers at American Fork and Lehi when holding tickets from stations east of Thistle Junction. Springville is a flag station for train No. 2 for ticket passengers east of Grand Junction. Trains 9 and 10 will stop on signal at Lamson; Trains 2 and 5 will not handle express from or to intermediate stations, excepting Salt Lake City. Trains 9 and 10 will stop on signal at Sugar Plant near mile post 80.5.

MAIN LINE—Helper and Grand Junction—SECOND DISTRICT.

WESTWARD								Time Table No. 51 April 3, 1902.		EASTWARD								Car Capacity of Seating and Location of Scales, Water, Fuel, Turning Stations, Mail Catches and Safety Switches on Sidings.
Third Class		Second Class		First Class			Miles from Denver.	STATIONS AND SIDINGS		Miles from Ogden.	First Class		Second Class			Third Class		
39 Mixed	37 Way Freight	23 Fast Freight	21 Fast Freight	5 Pacific Lmtd	3 Pacific Exp.	1 Pacific Mail.		STATIONS AND SIDINGS			2 Atlantic Lmtd	4 Atlantic Exp.	6 Atlantic Mail	20 Fruit Express	22 Fruit Express	24 Fast Freight	36 Way Freight		38 Mixed
Arrive Daily Exc. Sunday PM	Arrive daily Exc. Sunday PM	Arrive Daily AM	Arrive Daily PM	Arrive Daily AM	Arrive Daily PM	Arrive Daily AM	STATIONS AND SIDINGS		Leave Daily PM	Leave Daily AM	Leave Daily PM	Leave Daily AM	Leave Daily AM	Leave Daily AM	Leave daily Exc. Sunday AM	Leave Daily Exc. Sunday AM		
5.25	10.00	4.50	12.10	4.57	6.03	7.37	626.4	N HELPER Ra	151.5	7.22	12.50	1.07	12.10	11.20	8.40	10.00	8.00	268 ● ○ X*
f 4.40	9.10	4.20	11.37	4.42	s 5.46	s 7.20	619.4	N PRICE Cv	158.5	s 7.37	s 1.02	s 1.21	12.25	11.37	8.57	10.38	f 8.20	105 ● \$ YR
f 4.10	8.28	3.58	11.08	4.31	5.36	7.09	618.4	WELLINGTON	164.5	7.45	1.11	1.30	12.37	11.50	9.10	11.08	f 8.39	30 R
f 3.49	7.53	3.42	10.50	4.21	5.27	7.00	608.6	FARNHAM	169.3	7.53	1.18	1.38	12.47	12.00	9.20	11.26	f 8.54	42 ○
3.30	7.07	3.25	10.30	4.12	s 5.18	s 6.50	608.1	N MOUNDS D	174.8	8.03	1.27	s 1.48	1.02	12.16	9.35	11.45 12.16	9.10	151 YR
	6.35	3.13	10.18	4.05	5.10	6.40	599.5	VERDE	178.4	8.10	1.33	1.54	1.09	12.24	9.42	12.34		27 †
	5.40	2.53	9.57	3.55	4.58	6.29	593.4	CEDAR	184.5	8.19	1.42	2.04	1.23	12.42	9.57	1.04		43
	4.44	2.26	9.20	3.41	4.44	6.15	586.7	GRASSY	191.2	8.28	1.51	2.13	1.38	1.01	10.12	1.37		38 †
	4.08	2.01	8.50	3.30	s 4.32	s 6.04	580.5	N WOODSIDE Wd	197.4	8.39	2.01	s 2.24	2.01	1.20	10.28	2.08		66 ○ * YR
	3.36	1.30	8.30	3.19	4.20	5.52	574.7	CLIFF	203.2	8.50	2.10	2.35	2.20	1.40	10.46	2.35		39 †
	2.56 2.44	1.00	8.00	3.05	4.08	5.38	568.0	DESERT	209.9	8.59	2.19	2.44	2.33	2.00	11.02	2.56		31
	2.19	12.36	7.42	2.53	3.53	5.26	561.3	SPHINX	216.6	9.10	2.28	2.53	2.53	2.19	11.16	3.17		41
	1.43 1.20	12.15 12.05	7.20 7.10	2.40	s 3.38	s 5.13	555.1	N GREEN RIVER Gr	222.8	9.22	2.40	s 3.05	3.20	2.38	11.30	3.38 4.30		303 ● ○ Y * R
	12.54	11.42	6.53	2.25	3.22	4.59	547.2	SOLITUDE	230.7	9.40	2.57	3.22	3.48	3.22	12.02	5.05		38 †
	12.32	11.24	6.37	2.16	3.09	4.51	540.8	N LITTLE GRANDE M	237.1	9.53	3.11	3.35	4.13	3.54	12.32	5.35		38
	12.02	11.07	6.21	2.08	3.00	4.43	534.1	CRESCENT	243.8	10.08	3.25	3.50	4.43	4.21	1.00	6.04		33 ○
	11.32	10.50	6.08	2.00	s 2.51	s 4.34	628.0	N THOMPSON'S Hn	249.9	10.23	s 3.40	s 4.04	5.15	4.49	1.28	6.30		59 ○ Y * R
	11.18	10.28	5.56	1.51	2.42	4.26	525.0	VISTA	252.9	10.28	3.47	4.12	5.25	4.59	1.44	6.40		32
	10.54	10.08	5.36	1.40	2.31	4.15	520.0	SAGERS	257.9	10.35	3.56	4.19	5.36	5.09	2.05	6.56		55 †
	10.33	9.53	5.18	1.30	2.22	4.04	515.4	PINTO	262.5	10.42	4.04	4.27	5.46	5.21	2.22	7.10		46
	10.17	9.44	5.08	1.24	2.16	3.53	511.9	WHITEHOUSE	266.0	10.47	4.10	4.32	5.53	5.28	2.33	7.21		49
	9.42	9.23	4.50	1.10	f 2.01	f 3.38	504.3	N CISCO Sl	273.6	f 10.59	f 4.22	f 4.43	6.10	5.46	2.53	7.46		47 ○ * L
	9.29	9.08	4.31	1.00	1.50	3.27	498.8	AGATE	279.1	11.08	4.31	4.54	6.22	5.58	3.07	8.03		35
	9.16	8.56	4.13	12.50	1.41	3.18	493.1	COTTONWOOD	284.8	11.18	4.43	5.04	6.40	6.15	3.21	8.21		25 †
	8.50	8.37	3.58	12.40	f 1.29	3.06	488.3	N WESTWATER Wa	289.6	11.26	4.51	f 5.12	6.52	6.26	3.35	8.37		88 ○ R
	8.38	8.25	3.48	12.33	1.21	3.00	488.8	UTALINE	294.1	11.34	5.00	5.20	7.03	6.37	3.46	8.52		37
	8.22	8.11	3.35	12.24	1.10	2.50	477.8	SHALE	300.1	11.46	5.10	5.31	7.17	6.49	4.00	9.13		39
	8.10	8.02	3.25	12.18	f 1.04	2.44	478.2	N RUBY Ru	304.7	11.56	5.20	f 5.42	7.30	7.00	4.12	9.30		45 ○
	7.56	7.48	3.12	12.08	12.55	2.36	467.6	CREVASSE	310.3	12.08	5.30	5.52	7.44	7.14	4.30	9.58		50 †
	7.49	7.42	3.06	12.03	f 12.52	2.32	465.5	LOMA	312.4	12.12	5.34	f 5.56	7.49	7.20	4.35	10.11		35 R
	7.36	7.32	2.57	11.54	f 12.44	f 2.24	460.4	N FRUITA Fr	317.5	12.19	f 5.42	s 6.06	8.01	7.32	4.46	10.35		47 L
	7.25	7.20	2.50	11.49	12.39	2.20	456.7	RHONE	321.2	12.24	5.49	6.13	8.10	7.41	4.55	10.54		62
	7.16	7.14	2.44	11.46	12.36	2.17	454.5	UTE	323.4	12.27	5.52	6.17	8.16	7.46	5.01	11.04		35
	7.08	7.08	2.38	11.43	12.33	2.14	451.8	BOVINO	326.1	12.31	5.56	6.21	8.22	7.53	5.08	11.20		33 ○
	7.00	7.00	2.30	11.39	12.29	2.10	449.5	N GRAND JUNC. Jn	328.4	12.35	6.00	6.25	8.30	8.00	5.15	11.39		469 ● Y ○ * \$ X

[1.55] [15.00] [9.50] [9.40] [5.18] [5.34] [5.27] [176.9] [5.18] [5.10] [5.18] [8.20] [8.40] [8.35] [13.39] [1.10]

RIGHTS OF TRAINS—East-bound trains have right of track over West-bound trains of same or inferior class, except No. 5 which has right of Track over all trains.
Trains 2 and 5 will not handle Express from or to Intermediate Points. Trains 36 and 37 will carry passengers from and to stations at which passenger trains do not stop.
Little Grande is a night office only.

(WEST) **PARK CITY BRANCH.** (EAST)

From Park City		Time Table No. 51.		To Park City		Car capacity of sidings and location of Scales, Water, Fuel and Turning Stations, and Safety Switches on sidings.
First Class	Miles from Park City	April 3, 1902.		First Class	Park City Branch Mileage	
41		STATIONS AND SIDINGS.		42		
Mail and Express		Miles from R. & W. Depot Salt Lake	Arrive Daily P. M.	Leave Daily A. M.		
5.04	32.2	ROPER	Ro	2.7	8.23	45
f 4.55	29.5	MILL CREEK	Mc	5.5	8.30	5 O Y
f 4.41	24.7	LE GRAND		10.3	8.45	6 H
4.40	24.3	CEMENT QUARRY		10.7	8.46	6
f 4.33	21.8	DALE		13.2	8.55	26 H
s 4.15	17.6	BARCLAY	By	17.4	9.12	21 H O *
3.58	13.5	ALTUS	Au	21.5	9.28	
s 3.45	8.8	GOGORZA	Go	28.2	9.42	37 O Y
f 3.39	6.3	KIMBALL'S		28.7	9.48	12
f 3.33	4.0	SNYDERVILLE		31.0	9.54	
	1.7	PARK JUNC		33.3		Y
3.25		PARK CITY	Pc	35.0	10.05	13 Y ● O * 2
P. M. Lv. Daily					A. M. Arr. Daily	

(1.39) [32.2] (1.42)

RIGHTS OF TRAINS.—Train No. 42 has right of track over train No. 41. Passenger Trains will stop at "Pharaoh's Glen," near mile post 8.5, and at "Old Arm Chair Bridge," near mile post 10, to let off or take on passengers. Trains will stop at Altus and test brakes. Cement Quarry has west connection only. Trains 41 and 42 will be handled by special orders between Salt Lake and Roper. Train 41 will arrive at Salt Lake Depot at 5:15 p. m., and Train 42 will leave Salt Lake Depot at 8:15 a. m. **Trains must under no circumstances exceed schedule running time.**

(EAST) **BINGHAM AND ALTA.** (WEST)

TO BINGHAM		Time Table No. 51.		FROM BINGHAM		Car Capacity of Sidings and location of Scales, Water, Fuel and Turning stations
Second Class	Miles from Bingham Junc.	April 3, 1902.		Second Class	Miles from Ogden	
52		STATIONS AND SIDINGS.		51		
Mixed		Arrive Daily AM	Leave Daily PM			
9.15	14.0	D BINGHAM	Bm	61.6	4.25	124 S X
f 9.02	11.4	LEAD MINE		59.0	4.37	40 O
f 8.50	8.4	REVERE		56.0	4.50	14
8.25		N BINGHAM JUNC.	Bj	47.6	5.15	238 ● O Y S*
		[14.3]				
		N BINGHAM JUNC.	Bj	47.6		236 ● O Y S*
	2.1	SANDY		49.7		
	10.2	WASATCH		57.8		O
	18.0	ALTA		65.6		
AM Leave Daily					PM Arrive Daily	

[.50] [10.2] [.50]

RIGHTS OF TRAINS.—Trains to Bingham have right of track over trains of same or inferior class running from Bingham. **Trains must under no circumstances exceed schedule running time.**

(EAST) **PROVO CANON BRANCH.** (WEST)

TO HEBER		Time Table No. 51.		FROM HEBER		Car Capacity of Sidings and Location of Scales, Water, Fuel and Turning Stations
Second Class	Miles from Ogden	April 3, 1902.		Second Class	Miles from Heber	
62		STATIONS AND SIDINGS.		61		
Mixed		Leave Daily PM	Arrive Daily AM			
6.35	81.4	N PROVO	Vo	25.7	8.20	281 O Y
f 6.39	82.5	SMOOT		24.6	8.16	10
f 6.54	87.2	CARYHURST		19.9	8.01	20
f 7.12	90.7	NUNN'S		16.4	7.43	9
f 7.14	91.2	FALLS		15.9	7.41	
f 7.24	93.2	FORKS		13.9	7.31	23
f 7.45	99.5	WALLSBURG		7.6	7.10	5
f 7.59	103.1	CHARLESTON		4.0	6.56	23
8.15	107.1	D HEBER	H		6.40	53 ● Y
PM Arrive Daily					AM Leave Daily	

[1.40] [25.7] [1.40]

RIGHTS OF TRAINS.—Trains from Heber have right to the track over trains to Heber. **Trains must under no circumstances exceed schedule running time.** Trains will stop on signal at Upper Falls Resort and Carter's. Water tank located 3.4 miles east of Forks.

(EAST) **TINTIC BRANCH.** (WEST)

TO SILVER CITY		Time Table No. 51.		FROM SILVER CITY		Car capacity, location of Scales, Water, Fuel and Turning stations and Safety Switches on sidings.		
Second Class	Miles from Ogden	April 3, 1902.		First Class	Miles from Silver City			
72		STATIONS AND SIDINGS.		71				
Mixed		Leave Daily AM	Exc. Sunday AM	Passenger			Arrive Daily AM	Exc. Sunday PM
5.55	6.33	86.4	N SPRINGVILLE	Ng	43.7	8.13	3.55	120 ● O Y S*
6.15	s 6.40	90.2	D SPANISH FORK	Fo	39.9	s 8.05	3.42	34
6.23	f 6.44	92.5	BENJAMIN		37.6	f 7.59	3.31	8
6.43	s 6.52	97.2	D PAYSON	P	32.9	s 7.50	3.18	32
6.57	f 7.00	101.7	SANTAQUIN		28.4	f 7.42	3.04	23
7.30	s 7.12	103.5	D GOSHEN	Gs	21.6	s 7.30	2.41	28 Y
7.48	f 7.18	111.6	MT. NEBO		18.5	f 7.25	2.30	6
8.08	7.25	114.3	HILLSIDE		15.8	7.18	2.16	21 H
8.29	7.35	117.2	LAGUNA		12.9	7.08	2.04	19 C H
8.55	7.48	121.3	CANON SIDING		8.8	6.54	1.47	20 H
9.25	f 8.02	125.1	SUMMIT		5.0	f 6.43	1.30	28 H Y
9.35	s 8.07	126.1	D EUREKA	Q	4.0	s 6.40	1.25	50 O
11.30	8.15	128.4	MAMMOTH JUNC.		1.7	6.30	1.05	
11.40	s 8.20	129.2	D MAMMOTH	Mo	2.5	s 6.25		12
12.10	8.25	128.4	MAMMOTH JUNC.		1.7	6.20	1.05	
12.20	8.30	130.1	D SILVER CITY	Sc		6.15	12.55	Y *
PM Arrive Daily						AM Leave daily		PM Leave Daily
Exc. Sunday	Arrive daily					Exc. Sunday		

[6.35] [1.57] [43.7] [1.58] [8.00]

Trains Nos. 7 and 8 will stop on signal at Homansville. **RIGHTS OF TRAINS.**—Trains running toward Silver City have right of track over trains of the same or inferior class running from Silver City. Mail catcher at Mt. Nebo on left hand side of track going toward Silver City. **Trains running between Mammoth Junction and Mammoth Mill will be governed by Joint Track Time Table.**

JOINT TRACK TIME TABLE,

Governing Trains Running Between O. S. L. and R. G. W. Crossing and Mammoth.

TO MAMMOTH						FROM MAMMOTH						
RIO GRANDE WESTERN			OREGON SHORT LINE			OREGON SHORT LINE			RIO GRANDE WESTERN			
Second Class		First Class		Second Class		First Class		First Class		Second Class		
	72	7	8			54	52	51	53	7	8	72
	Mixed	Back-Up Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Back-Up Passenger	Back-Up Mixed
	Ar. Daily Ex. Sunday AM	Ar. Daily AM	Ar. Daily PM			Ar. Daily PM	Ar. Daily AM	Lv. Daily AM	Lv. Daily PM	Lv. Daily AM	Lv. Daily PM	Lv. Daily Ex. Sunday PM
	11.40	6.25	8.20			3.12	10.40	10.40	3.12	6.25	8.20	12.10
	11.30	6.20	8.15			3.07	10.35	10.45	3.17	6.30	8.25	12.20
	AM Lv. Daily Ex. Sunday	AM Lv. Daily	PM Lv. Daily			PM Lv. Daily	AM Lv. Daily	AM Ar. Daily	PM Ar. Daily	AM Ar. Daily	PM Ar. Daily	PM Ar. Daily Ex. Sunday
	[.10]	[.05]	[.05]			[.05]	[.05]	[.07]	[.07]	[.05]	[.05]	[.10]

STATIONS.

MAMMOTH
O. S. L. AND R. G. W. CROSSING
O. S.

SPECIAL RULES.

- 1.—Trains going toward Mammoth have absolute right of track over trains of same or inferior class coming from Mammoth.
- 2.—Regular trains twenty (20) minutes or more late, or trains not on this time table, can proceed only under flag in either direction.
- 3.—No switching must be done at Mammoth within five minutes of the arriving time of any train. Switching must not be done or cars left standing on main line without engine attached, unless switch below cars is thrown for side track.

THROUGH PASSENGER SERVICE BETWEEN DENVER AND SAN FRANCISCO.

VIA COLORADO & SOUTHERN, COLORADO MIDLAND, RIO GRANDE WESTERN AND SOUTHERN PACIFIC

VIA DENVER & RIO GRANDE, RIO GRANDE WESTERN AND SOUTHERN PACIFIC.

WESTWARD.				EASTWARD.				WESTWARD.				EASTWARD.																
5		3		Miles from San Francisco	STATIONS		Miles from San Francisco	4		6		5		3		1		Miles from San Francisco	STATIONS		Miles from San Francisco	2		4		6		
AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily		PM Arrive Daily	AM Arrive Daily		AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily		AM Leave Daily	PM Leave Daily		AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily	AM Leave Daily	PM Leave Daily	AM Leave Daily
	8.30	9.30			DENVER.....	1538.8		8.55	8.10			8.00	8.00	9.30			DENVER.....	1617.7	3.40	9.15	9.30							
					74.0							10.24	10.32	11.53			75.2		1.21	6.51	7.05							
	11.05	12.01	74.0	1484.8	COLORADO SPRINGS.....	1484.8	6.25	5.40			10.29	10.37	11.58	75.2			1542.5	1.16	6.46	7.00								
					135.1												44.4											
	4.55	5.25	209.1	1329.7	LEADVILLE.....	1329.7	12.45	12.50			11.40	11.50	1.18	119.6			1493.1	12.05	5.32	5.50								
					79.1						11.55	12.05	1.28			157.8			11.55	5.22	5.43							
	8.28	9.28	288.2	1250.6	GLENWOOD.....	1250.6	8.42	9.18					7.27	277.4			1340.3											
					88.9								7.35			3.2												
	11.09	12.09	377.1	1161.7	GRAND JUNCTION.....	1161.7	6.06	6.45			5.23	5.43	7.45	280.6			1342.4	7.04	12.29	12.43								
					291.5		6.00	6.25			275.3					91.4												
	9.35	10.50	608.6	870.2	SALT LAKE.....	870.2	8.20	8.30			8.28	9.05	11.05	306.7			1251.0	3.30	9.05	9.13								
					36.9		8.10	8.20			8.35	9.15	11.10			89.3			3.20	8.58	9.08							
	10.45	11.59	705.5	833.3	OGDEN.....	833.3	7.15	7.25			11.19	11.59	2.10	456.0			1161.7	12.45	6.25	6.35								
					833.3		5.30	5.45			11.39	12.29	2.45			291.5												
	4.25	12.25	1538.8		SAN FRANCISCO.....		7.30	6.00			9.35	10.50	12.35	747.5			870.2	3.15	8.20	8.30								
											9.50	11.00	12.45			36.9			3.05	8.10	8.20							
											10.45	11.59	1.45	784.4			833.3	2.15	7.15	7.25								
											10.15	4.00	1.15			833.3			12.45	5.30	5.45							
											4.25	12.25	5.25	1617.7			1617.7	10.00	7.30	6.00								
	PM Arrive Daily	PM Arrive Daily					AM Leave Daily	PM Leave Daily			PM Arrive Daily	PM Arrive Daily	PM Arrive Daily					AM Leave Daily	AM Leave Daily	PM Leave Daily								
	(56.55)	(63.55)			(1538.8)		(60.25)	(61.10)			(57.25)	(65.25)	(56.55)			(1617.7)		(52.40)	(60.45)	(62.30)								

Note.—Pacific time—120th meridian—between San Francisco and Ogden.

