

(SPECIAL RULES AND INSTRUCTIONS)

If any rules or instructions contained in this Time Table conflict with those contained in Book of Rules, employees will be governed by rules and instructions contained herein.

SPEED REGULATIONS

Passenger trains will not exceed twenty-five (25) and freight trains fifteen (15) miles per hour between Mile Post 42-47 and Mile Post 48. Passenger trains will not exceed fifteen (15) miles per hour and freight trains ten (10) miles per hour on Plain City and Warren Branches, and passenger trains twenty (20) miles per hour and freight trains fifteen (15) miles per hour on Quinney Branch.

Passenger trains will not exceed fifty-five (55) and freight trains thirty-five (35) miles per hour at any point.

All trains must approach spring switches under control, so motorman can see position of switch points. Speed must not be increased until entire train has passed over switch. All trains ten (10) miles per hour over 17th Street, Ogden, and over Road Crossing one-half mile north of Wallsville. Freight motors, light, not exceed twenty (20) miles per hour at any point.

SPEED ORDINANCE THROUGH FOLLOWING CITIES

Brigham, Honesville, Richmond, Wallsville, and Logan—Twelve miles per hour. Hyrum, Hyde Park—Fifteen miles per hour. Speed through all towns must be under CONTROL and public crossing whistle sounded approaching every street crossing except Logan where it will be sounded in an emergency only.

North bound Freight train crews will inspect trains at Summit and Mendon. South bound Freight train crews will inspect trains at Summit and Dewey.

RAILROAD CROSSINGS

Railroad crossings are located at the following points: D. & R. C. W. freight yard on Lincoln Avenue, Ogden. Trains using this crossing in both directions must do so under flag. Reduce speed to four (4) miles per hour over railroad crossings at American Can Factory, Ogden, Brewing and Harrieville. Stop before crossing over U. P. tracks at Becker's Brewery, Ogden. Onda southbound only. U. P. K. R. at Preston. Trains will use this crossing in both directions under flag.

While passing under U. P. tracks at Merrill all trains will run under control.

STANDARD CLOCKS—Ogden, Brigham, Logan and Preston.

REGISTER STATIONS—Ogden, Preston and Ogden Car Barns.

BULLETIN BOOKS—Ogden, Logan, Preston, and Ogden Car Barns.

WATCH INSPECTORS

- Packer & West, Ogden, Utah.
J. W. Peters, Jeweler, Brigham, Utah.
Carson Jewellery Co., Logan, Utah.
T. C. Merrill, Preston, Idaho.

LIST OF SURGEONS AND HOSPITALS

- Dr. E. R. Danks, Chief Surgeon, Eccles Bldg., Ogden.
Dr. L. W. Benson, District Surgeon, Eccles Bldg., Ogden.
Dr. A. D. Cooley, District Surgeon, Brigham City, Utah.
Dr. W. O. Christensen, Wallsville, Utah.
Dr. H. P. Burgess, District Surgeon, Hyrum, Utah.
Dr. D. C. Budge, District Surgeon, Logan, Utah.
Dr. S. M. Budge, District Surgeon, Logan, Utah.
Dr. G. L. Ems, District Surgeon, Smithfield, Utah.
Dr. C. A. Peterson, Richmond, Utah.
Dr. W. Ezra Cragan, District Surgeon, Lewiston, Utah.
Dr. A. R. Cutler, District Surgeon, Preston, Idaho.
Budge Hospital, Logan; Phone 25.
Dee Memorial Hospital, Ogden; Phone 226.

In case of accident or injury to passengers, employees, or trespassers, the nearest District Surgeon is to be called.

This Company will not be responsible for any expense incurred when any but its regular Surgeons are called, and the Budge Hospital at Logan, or the Dee Hospital at Ogden, should be notified and arrangements will be made to meet train.

SIDINGS OR SPURS NOT IN STATION COLUMN

Main Line

Table with 3 columns: Name, Mile Post, Capacity. Includes entries like Woods, Davis, Boston, Beaver Dam, Rock Spur, Wren, Cannon, Empey, Maline, Beckstead, Johnson.

Quinney Branch

Table with 3 columns: Name, Mile Post, Capacity. Includes entries like Cunningham, Kent, Mills, Wheeler, Bullen, Lita, Hurro, Thain, Quinney.

Plain City Branch

Table with 3 columns: Name, Mile Post, Capacity. Includes entries like Harrieville, Farr West, East Damsy, Randall, Lyman, Warren.

The Utah Idaho Central Railroad Company

Employees' Time Table No. 20 Effective 3:01 A. M. Tuesday, September 6 1938

This Time Table is for the use and government of Employees only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

Employees engaged in movement of trains must provide themselves with a copy of the current time table, and always have a copy with them while on duty.

All wires along the line of The Utah Idaho Central Railroad Company are alive and carry electric current, and all employees, and especially trainmen working on the top of or about cars are cautioned to watch at all times for low or loose wires, and are definitely warned not to touch, cut or in any manner whatever handle any broken or hanging wires.

Before making adjustments or repairs on or beneath a motor car or engine and before coupling or uncoupling light or power jumpers, the trolley must be pulled down and fastened.

Trolley must not be replaced without knowing that no one is under the car or engine.

In the event of fire on any car or locomotive, the trainmen must pull trolley down immediately, and if possible put the fire out with fire extinguishers which are located in each car, then report same to Dispatcher for instructions. (Do not use water unless absolutely necessary.)

H. J. PLUMBHOFF, Vice President & General Manager

R. E. HELM, Train Master

SOUTHWARD

FIRST CLASS

OGDEN-PRESTON LINE

NORTHWARD

FIRST CLASS

SOUTHWARD			OGDEN-PRESTON LINE		NORTHWARD				Car Capacity Siding and Spurs	
FIRST CLASS					FIRST CLASS					
6	4	2	Distance From Preston	STATIONS	Distance From Ogden	1	3	5	7	
Leave Daily	Leave Daily	Leave Daily				Arrive Daily Except Sundays	Arrive Daily	Arrive Daily	Arrive Daily	
5.05 ^{PM}	3.10 ^{PM}	7.00 ^{AM}	0.0	D PRESTON	94.7		A12.32 ^{PM}	A4.40 ^{PM}	A7.00 ^{PM}	Yard-Y
5.09	3.14	7.04	2.2	FRANKLIN SPUR	92.5		12.26	4.34	6.54	Spur 15
f 5.11	f 3.16	f 7.06	3.9	NORTH FAIRVIEW	90.8		f 12.23	f 4.31	f 6.51	Siding 11
f 5.14	f 3.19	f 7.09	6.0	FAIRVIEW	88.7		f 12.19	f 4.28	f 6.48	Spurs 20
x 5.18	x 3.23	x 7.13	8.3	D LEWISTON	86.4		x 12.15	x 4.24	x 6.44	Spur 6 Siding 17
f 5.20	f 3.25	f 7.15	9.3	SUGARTON	85.4		f 12.12	f 4.21	f 6.41	Yard
f 5.23	f 3.28	f 7.18	11.4	MERRILLS	83.3		f 12.08	f 4.18	f 6.38	Siding 3
x 5.26	x 3.31	x 7.21	13.4	D RICHMOND	81.3		x 12.05 ^{PM}	x 4.15	x 6.35	Yard
f 5.32	f 3.40	f 7.27	17.4	MACK	77.3		f 11.59	f 4.08	f 6.28	Siding 20
x 5.37	x 3.45	x 7.31	19.5	D SMITHFIELD	75.2		x 11.55	x 4.04	x 6.24	Yard
f 5.44	f 3.52	f 7.37	22.3	HYDE PARK	72.4		f 11.48	f 3.58	f 6.16	Siding 27
f 5.46	3.56	f 7.43	23.0	TANGENT	71.7		f 11.46	3.56	f 6.14	Siding 26
f 5.48	f 3.59	f 7.45	24.5	GREENVILLE	70.2		f 11.44	f 3.54	f 6.12	Spur 14 Siding 28
6.00	x 4.07	7.51		D LOGAN	67.5	7.15^{AM}	11.38	3.48	6.05	Yard
6.05	4.10	7.55	27.2	PROVIDENCE	65.9	f 7.45	x 11.33	x 3.45	6.00	Yard
f 6.11	f 4.15	f 8.02	28.8	MILLVILLE	63.9	f 7.40	f 11.28	f 3.40	f 5.54	Spur 11
f 6.17	f 4.20	f 8.09	30.8	GLEN	63.4	f 7.37	f 11.23	f 3.35	f 5.49	Spur 8
f 6.19	f 4.22	f 8.10	31.3	D HYRUM	60.2	x 7.32	f 11.21	f 3.33	f 5.47	Siding 20
x 6.25	x 4.29	x 8.16	34.5	WELLSVILLE	56.0	x 7.24	x 11.16	x 3.28	x 5.42	Yard
x 6.33	x 4.37	x 8.26	38.7	D DARLEY	53.2	x 7.19	x 11.08	x 3.17	x 5.34	Yard
f 6.37	f 4.41	f 8.31	41.5	BONDO	51.5	f 7.17	f 11.03	f 3.07	f 5.29	Spur 8
f 6.39	f 4.44	f 8.32	43.2	MENDON	50.6	7.15 ^{AM}	f 11.01	f 3.05	f 5.27	Yard
x 6.42	4.47^{PM}	x 8.34	44.1	PETERSDORO	47.9		x 10.59	x 3.03	5.25^{PM}	Spur 6 Y
f 6.48		f 8.40	46.8	SUCRITY	44.5		f 10.54	f 2.57		Spur 1
f 6.54		f 8.46	50.2	UKON	40.9		f 10.49	f 2.52		Yard
f 7.00		f 8.52	53.8	GRAVEL PIT	38.3		f 10.42	f 2.44		Siding 25
f 7.04		f 8.57	56.4	D DEXY	36.0		f 10.37	f 2.39		Spurs 19
x 7.09		x 9.02	58.7	MADSEN	32.7		x 10.33	x 2.35		Yard-Y
f 7.13		f 9.07	62.0	D HONEYVILLE	30.2		f 10.29	f 2.29		Spur 13
f 7.17		f 9.11	64.5	CALLS PORT	28.4		f 10.26	f 2.26		Spurs 24
f 7.19		f 9.14	66.3	DONNEVILLE	25.5		f 10.23	f 2.22		Spur 11
f 7.23		f 9.18	69.2	BRIGHAM	21.1		f 10.19	f 2.18		Siding 27
x 7.32		x 9.26	73.6	OLDA	19.0		x 10.12	x 2.10		Yard
7.37		9.31	75.7	SOUTH FERRY	16.8		10.05	2.05		Siding 27
f 7.41		f 9.35	77.3	NORTH WILLARD	14.6		f 10.02	f 2.02		Siding 27
7.44		9.39	80.1	D WILLARD	13.8		9.59	1.59		Siding 28
f 7.46		f 9.42	80.9	NEVA	10.8		f 9.57	f 1.57		Spurs 7
f 7.50		f 9.46	83.9	HOT SPRINGS	8.6		f 9.53	f 1.50		Siding 23
f 7.53		9.50	86.1	HARRISVILLE	4.5		9.50	f 1.47		Siding 7 Spur 17
f 8.00		f 10.00	90.2	U. P. - S. P. Interchange	2.4		f 9.42	f 1.41		Siding 17
f 8.03		f 10.03	92.3	D OGDEN TERMINAL	0.0		f 9.39	f 1.38		Yard-Interchange
x 8.15 ^{PM}		A10.10 ^{AM}	94.7				9.30 ^{AM}	1.30 ^{PM}		Yard-Y
Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily Except Sundays	Leave Daily	Leave Daily	Leave Daily	

FULL FACE TYPE OR HEAVY BLACK FIGURES INDICATE POSITIVE MEET
—APPROACH MEETING POINTS UNDER CONTROL—IF TRAIN TO BE MET
NOT THERE CALL DISPATCHER IMMEDIATELY.

"S" at left of time in schedule indicates regular stop. "Y" stop on flag only.

"D" at left of station indicates an agency station.

All trains will stop on flag at Brown, Union Pacific-Southern Pacific Interchange, Midway, View, Clay, Woods Ferry, Davis, So. Brigham, No. Brigham, Bristol, Harper, Crystal Springs, Pioneer, Beaton, Collinston, Beaver Dam, Kulman, Farrell, South Mendon, North Mendon, South Wellsville, North Wellsville, Hills, West Hyrum, Anderson, Humphries, South Providence, South Logan, South Smithfield, North Smithfield, Carson, Ensey, North Cache, Bert, Linton, Whitney, Beckstead and South Preston.

All trains will make regular stop at Second North, Logan.
Northbound trains must connect with connecting Bamberger trains unless otherwise instructed by dispatcher.

F. F. ATKINSON, Chief Dispatcher.

D. S. CLARK, Dispatcher.

J. T. WATSON, Dispatcher.