

Safety



Service

J. R. Loftis,
Assistant Superintendent
Salt Lake City

L. A. Kane
Trainmaster, Sub-Division 6, Helper-Thistle
6-A, 6-B, 6-C
Helper

M. E. Gilson,
Assistant Trainmaster
Salt Lake City

M. J. McGurl,
Road Foreman of Equipment

C. J. Graff,
Chief Dispatcher

W. C. Llevsay,
Second Chief Dispatcher
Salt Lake City

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

Wilson McCarthy and Henry Swan, Trustees

SALT LAKE DIVISION

**TIME-TABLE
No. 118**

Takes Effect Sunday, June 11, 1939

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 117

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

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

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

E. A. WEST,
General Manager

L. F. WILSON,
Assistant General Manager

W. R. McPHERSON,
Acting Superintendent
Transportation

B. H. DECKER,
Superintendent

WESTWARD				FIRST CLASS				MAIN LINE	
SECOND CLASS				FIRST CLASS				Sub-Division 6 STATIONS	
31	75	61	73	5	11	19	1	TIME-TABLE No. 118	
Freight	California Fast Freight	California Fast Freight	Fast Freight	Exposition Flyer	Passenger	Panoramic Mountaineer	Scenic Limited	Miles from Denver	Capacity of Biding
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
11 45 AM	5 45 AM	7 15 AM	5 00 AM	8 35 AM		6 20 AM	3 55 AM	HELPER	626.5
11 56 AM	5 53 AM	7 23 AM	5 08 AM	8 41 AM		6 26 AM	4 01 AM	UTAH RY. JCT.	628.8
12 03 AM	5 58 AM	7 28 AM	5 13 AM	8 44 AM		6 29 AM	4 07 AM	CASTLE GATE	630.3
12 09 AM	6 04 AM	7 33 AM	5 18 AM	8 48 AM		6 33 AM	4 12 AM	ROYAL	631.6
12 20 AM	6 16 AM	7 45 AM	5 30 AM	8 59 AM		6 44 AM	4 24 AM	NOLAN	636.1
12 33 AM	6 31 AM	8 00 AM	5 45 AM	9 10 AM		6 55 AM	4 37 AM	KYUNE	639.3
12 45 AM	6 42 AM	8 11 AM	5 56 AM	9 19 AM		7 04 AM	4 47 AM	COLTON	644.5
1 06 AM	7 06 AM	8 35 AM	6 20 AM	9 31 AM		7 16 AM	4 58 AM	SOLDIER SUMMIT	651.4
1 22 AM	7 22 AM	8 51 AM	6 36 AM	9 42 AM		7 27 AM	5 09 AM	SCENIC	656.5
1 46 AM	7 46 AM	9 15 AM	7 00 AM	9 51 AM		7 36 AM	5 18 AM	GILLULY	661.0
1 58 AM	7 58 AM	9 27 AM	7 12 AM	10 01 AM		7 46 AM	5 28 AM	DETOUR	665.8
2 15 AM	8 15 AM	9 44 AM	7 29 AM	10 13 AM		7 58 AM	5 40 AM	NARROWS	672.5
2 25 AM	8 25 AM	9 54 AM	7 39 AM	10 20 AM		8 05 AM	5 47 AM	RIO	676.6
2 46 AM	8 46 AM	10 15 AM	8 00 AM	10 28 AM	5 55 PM	8 13 AM	5 55 AM	THISTLE	680.9
2 52 AM	8 54 AM	10 23 AM	8 06 AM	10 32 AM	6 01 AM	8 18 AM	6 00 AM	CASTILLA	684.6
								MOARK	688.6
								MAPLETON	691.3
								S. L. & U. CROSSING	695.0
								SPRINGVILLE	695.8
								U. P. CROSSING	698.9
								GRUNDY	700.0
								PROVO	701.2
								DERN	702.5
								LAKOTA	704.8
								U. P. CROSSING	705.7
								GENEVA	710.0
								AMERICAN FORK	713.7
								LEHI	717.0
								MESA	720.2
								NASH	722.8
								OLIVERS	725.5
								RIVERTON	728.6
								ENDOT	734.0
								MIDVALE	734.5
								MURRAY	738.4
								EAST ROPER	740.7
								ROPER	742.5
								U. P. CROSSING	744.2
								SALT LAKE CITY	745.1
								(118.6)	
								Schedule Time	
								Average Speed per Hour	

MAIN LINE				EASTWARD						
Sub-Division 6 STATIONS				FIRST CLASS				SECOND CLASS		
TIME-TABLE No. 118				12	20	6	2	28	30	32
JUNE 11, 1939				Passenger	Panoramic Mountaineer	Exposition Flyer	Scenic Limited	Fast Freight	Fast Freight	Fast Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	119.0	HELPER	JBDNKPWT	4 20 PM	12 40 AM	1 10 AM	10 00 AM	6 00 PM	11 10 PM	
72	117.3	UTAH RY. JCT.	J	4 09	12 30	12 57	9 51	5 52	10 59	
Yard	116.8	CASTLE GATE	W	4 06	12 27	12 53	9 45	5 46	10 52	
Yard	114.5	ROYAL		4 03	12 24	12 48	9 40	5 40	10 45	
87	111.0	NOLAN		3 56	12 17	12 40	9 26	5 25	10 34	
36	106.8	KYUNE	DNWT	3 47	12 08 AM	12 31	9 09	5 10	10 20	
Yard	101.6	COLTON	JWT	3 38	11 59 PM	12 22	8 55	4 56	10 05	
Yard	94.7	SOLDIER SUMMIT	DNWT	3 29	11 50	12 12 AM	8 38	4 40	9 53	
88	89.6	SCENIC		3 18	11 39	11 59 PM	8 19	4 20	9 23	
86	85.1	GILLULY	W	3 08	11 29	11 49	7 58	3 59	9 08	
110	80.3	DETOUR		2 59	11 20	11 39	7 38	3 39	8 54	
124	73.6	NARROWS		2 48	11 09	11 28	7 12	3 13	8 37	
63	69.5	RIO		2 40	11 01	11 18	6 57	2 58	8 25	
131	65.3	THISTLE	JBDNKPWT	4 05 AM	10 32	11 10	6 40	2 32	8 12	
78	61.5	CASTILLA		4 00	10 22	10 43	6 10	2 02	7 42	
00	57.5	MOARK		3 52	10 14	10 36	5 56	1 50	7 29	
76	55.4	SUTRO								
		S. L. & U. CROSSING								
		SPRINGVILLE	JDW	3 44	10 06	10 29	5 42	1 35	7 16	
		U. P. CROSSING								
		GRUNDY								
114	43.9	PROVO	OJEDDNWT	3 36	10 22	10 35	5 30	1 20	7 05	
		DERN		3 22 AM	10 19 PM	10 25 PM	5 14 AM	1 14 PM	7 00 PM	
78	40.3	LAKOTA								
		U. P. CROSSING								
79	36.1	GENEVA		3 14						
116	31.4	AMERICAN FORK		3 09						
81	28.1	LEHI		3 04						
111	24.9	MESA		2 59						
72	22.3	NASH	W	2 55						
112	19.6	OLIVERS		2 51						
123	16.5	RIVERTON		2 47						
		ENDOT								
169	10.6	MIDVALE	JDNFWT	2 39						
42	6.7	MURRAY		2 30						
00	4.4	EAST ROPER								
Yard	2.6	ROPER	JOKEDNW	2 24 AM	1 12 PM	9 37 PM	9 43 PM	4 00 AM	12 01 PM	6 00 PM
		U. P. CROSSING								
Yard	0.9	SALT LAKE CITY	SDNOKPWT	2 15 AM	1 05 PM	9 30 PM	9 35 PM			
		(119.6)								
		Schedule Time		1.60		3.10	3.35	6.00	5.50	5.10
		Average Speed per Hour		35.5	38.5	37.8	33.1	19.9	19.0	22.6

WESTWARD			MAIN LINE		EASTWARD				
SECOND CLASS		FIRST CLASS	Miles from Denver	Sub-Division 7 STATIONS TIME-TABLE No. 118 JUNE 11, 1939	Miles from Ogden	Capacity of Siding	FIRST CLASS	SECOND CLASS	
75	61	1					2	62	78
California Fast Freight	California Fast Freight	Scenic Limited					Scenic Limited	Freight	Fast Freight
Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
11 45 PM	1 45 PM	8 00 AM	745.1	UN SALT LAKE CITY	36.0	Yard	8 45 PM	4 30 AM	7 30 PM
			745.0	U. P. CROSSING	36.4				
12 15 PM	2 15	8 15	750.9	NX NORTH SALT LAKE	31.1		8 29	3 58	6 58
12 23	2 23	8 19	763.6	WOODS CROSS	28.4	46	8 26	3 50	6 54
12 38	2 38	8 27	760.6	FARMINGTON	21.4	47	8 18	3 30	6 43
12 48	2 48	8 32	764.4	KAYVILLE	17.6	40	8 13	3 18	6 37
12 53	2 53	8 36	767.2	LAYTON	14.8	50	8 10	3 10	6 31
			771.2	U. P. CROSSING	10.8				
1 13	3 13	8 45	776.1	ROY	6.0	75	8 00	2 50	6 15
1 45 AM	3 30 PM	8 53 AM	781.1	TRANSFER	.9	Yard	7 50 PM	2 30 AM	6 00 PM
		9 05 AM	782.0	OGDEN (36.9)			7 45 PM		
Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily
2.00	1.45	1.05					1.00	2.00	1.50
18.0	20.5	24.1					25.9	18.0	24.0

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

Time at Ogden for information only.

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

WESTWARD		KENILWORTH BRANCH		EASTWARD		WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Miles from Kenilworth		Sub-Division 6-A STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Junction		Miles from End of Track		Sub-Division 6-C STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Colton	
	6.2	KENILWORTH		6.2		0.3	END OF TRACK		21.4	Yard	
		KENILWORTH JCT.				6.2	CLEAR CREEK		21.1	Yard	
		(6.2)				21.4	SCOFIELD	WT	15.2	Yard	
							COLTON	JWY		Yard	
							(21.4)				

WESTWARD		SPRING CANYON BRANCH		EASTWARD	
Miles from Murrain		Sub-Division 6-B STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Spring Canyon Junction	
	0.4	MUTUAL		7.1	
	0.9	RAINS		6.7	
	1.3	LATUDA		6.2	
	2.1	MAPLE CREEK JUNCTION		5.8	
	3.0	STANDARDVILLE		5.0	
	3.6	SPRING CANYON		4.1	
	6.7	PEERLESS		3.6	
	7.1	SPRING CANYON YARD		0.4	
		SPRING CANYON JCT.	JYW		
		(7.1)			

WESTWARD			MARYSVALE BRANCH		EASTWARD				
FIRST CLASS		11	Miles from Marysville	Sub-Division 6-D STATIONS TIME-TABLE No. 118 JUNE 11, 1939	Miles from Junction	Capacity of Siding	FIRST CLASS	SECOND CLASS	
Passenger		12					Passenger		
		Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
		12 45 PM		END OF TRACK	132.8				
		1 03	6.0	MARYSVALE	132.2	Yard	9 30 AM		
		1 17	11.7	BELKNAP	126.6	36	9 12		
		1 26	15.7	SEVIER	120.5	17	8 56		
		1 36	20.5	JOSEPH	116.5	26	8 45		
		1 40	22.2	ELSONORE	111.7	24	8 35		
		1 43	23.5	NIBLEY	110.0		8 31		
		1 55	28.5	CENTRAL	108.7	16	8 28		
		2 02	31.9	RICHFIELD	103.7	Yard	8 18		
		2 11	35.9	VENICE	100.3	18	8 08		
		2 21	37.1	SIGURD	99.3	16	8 00		
		2 21	40.8	VERMILION	95.1	12	7 56		
		2 35	45.8	AURORA	91.6	26	7 49		
		2 43	49.7	SALINA	88.4	Yard	7 38		
		2 50	53.0	REDMOND	82.5	23	7 29		
		2 59	57.2	AXTELL	79.2	19	7 23		
		3 04	59.3	SPEARMINT	75.0	40	7 14		
		3 09	61.7	GUNNISON	72.9	28	7 09		
		3 18	65.9	CHRISTIANBURG	70.5	18	7 03		
		3 33	71.4	STERLING	66.3	18	6 54		
		3 49	78.8	MANTI	60.8	Yard	6 43		
		4 10	88.2	EPHRAIM	53.4	34	6 23		
		4 22	93.6	PARRY'S QUARRY	50.9	15	6 15		
		4 37	100.2	SPRING CITY	44.0	20	6 01		
		4 44	103.7	MT. PLEASANT	38.6	30	5 49		
		4 47	106.0	FAIRVIEW	32.0	31	5 33		
		4 56	108.0	OAK CREEK	28.5	Wye	5 22		
		5 04	112.7	MILBURN	27.2	19	5 19		
		5 14	117.4	HILL TOP	23.3	30	5 09		
		5 29	124.5	WHITAKER	19.5	15	4 59		
		5 50 PM	132.2	INDIANOLA	14.8	24	4 47		
		Arrive Daily		INDIANOLA	7.7	22	4 29		
				PINES		Yard	4 10 AM		
				THISTLE			Leave Daily		
				(132.8)					
		5.05					5.20		
		20.0					24.3		

Schedule Time
Average Speed per Hour

WESTWARD		PARK CITY BRANCH		EASTWARD			
Miles from Park City	Sub-Division 6-N STATIONS	Miles from Roper	Capacity of Building	Miles from Cox	Sub-Division 7-A STATIONS	Miles from Roy	Capacity of Building
	TIME-TABLE No. 118				TIME-TABLE No. 118		
	JUNE 11, 1939				JUNE 11, 1939		
	Pc PARK CITY DWY	32.3	Yard				
4.0	SNYDERVILLE	28.3	4	1.0	COX	5.0	20
6.3	STOVEN	26.0	20	1.0	HOOPER	4.0	
8.8	GOGORZA	23.5	22	3.1	KINGSVILLE JCT.	1.9	
13.5	ALTUS	18.8	12	6.2	FARNSWORTH	5.0	24
17.6	BARCLAY	14.7	10	4.6	KINGSVILLE	3.4	40
21.8	DALE	10.5	18	3.1	KINGSVILLE JCT.	1.9	
24.3	CEMENT QUARRY	8.0	9	3.9	BARTON	1.1	32
24.7	LE GRAND	7.6		5.0	ROY		
29.5	SUGAR HOUSE	2.8	Yard		(5.0)		
31.6	U. P. CROSSING	0.7					
32.3	ROPER		Yard				
	(32.3)						

Extra freight trains are ordinarily operated Roper to Park City and return on Tuesdays, Thursdays and Saturdays.

Spur at Stoven has west end connection.

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

From Mammoth	STATIONS	To Mammoth
	TIME-TABLE No. 118	
	JUNE 11, 1939	
Mo	MAMMOTH	
	U. P. & D. & R. G. W. Crossing	
	(0.8)	

SPECIAL INSTRUCTIONS—MAMMOTH BRANCH.

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

WESTWARD		HOOPER BRANCH		EASTWARD	
Miles from Cox	Sub-Division 7-A STATIONS	Miles from Roy	Capacity of Building	Miles from Roy	Capacity of Building
	TIME-TABLE No. 118				
	JUNE 11, 1939				
	COX	5.0	20		
1.0	HOOPER	4.0			
3.1	KINGSVILLE JCT.	1.9			
6.2	FARNSWORTH	5.0	24		
4.6	KINGSVILLE	3.4	40		
3.1	KINGSVILLE JCT.	1.9			
3.9	BARTON	1.1	32		
5.0	ROY				
	(5.0)				

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THERewith

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

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

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

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

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

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

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

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

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

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

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

3. Train Register books are located at:

Helper	Salt Lake City Telegraph Office
Thistle	Roper (Freight trains only)
Springville (No. 11 and branch trains only)	Park City
Provo (Branch trains only)	Transfer
Heber	Marysvale
Midvale (Branch trains only)	Manti
Garfield	Ephraim
Welby	Nephi

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

3-A. Nos. 1, 2, 5, 6, 19 and 20 will register at Thistle with registering ticket.

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

Passenger trains only will register at Salt Lake City.

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

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

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

4. YARD LIMIT STATIONS:

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

Kenilworth to Kenilworth Junction.

Spring Canyon Junction.

Ferries to Mutual one yard.

Clear Creek, Scofield.

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

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

M. P. 9.5 to 12.0 Provo Canyon Branch, Heber. West Jordan, Welby, Lead Mine to Bingham, Dalton, Riter to Garfield Smelter. Sugar House, Alexander, Dale, Le Grand, Park City. Midvale to End of Track, Sub-Division 6-J.

4-A. All trains will move under flag protection over track used jointly by D. & R. G. W. and S. L. & U. Electric Line from S. L. & U. Crossing (3224 feet from switch on Tintie Branch Main Line) to Springville-Mapleton Sugar Works.

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

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

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

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

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

4-G. Rule 93 is modified as follows:

First class trains must move between 8th South and 1st South Streets in Salt Lake Union Depot Company's yard, Salt Lake City, and in Thistle yard on Sub-Division 6-D (Marysvale Branch) at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Yard crews and others occupying these tracks must make way for first class trains without unnecessarily delaying them.

Eastward first class trains will run at restricted speed from coal chute to ABS 6808 at clearance point of way, Thistle, respecting to find helper engines standing on eastward main track without flag protection.

5. 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 (turned down) until wheels have had sufficient time to cool.

Sub-Division 6i

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

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

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

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

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

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

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

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

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

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

On Westward freight trains, consisting of coal, ore or similar heavy lading, retainers must be turned up before leaving Soldier Summit. On the 20 head cars retainers will be placed in 20 lb. position, all other retainers will be placed in 10 lb. position except on the rear 6 or 8 cars, which may be placed in normal release position (turned down). At Gilluly retainers on the 20 head cars will be changed to 10 lb. instead of 20 lb. position; retainers on all except the rear 6 or 8 cars will be continued in 10 lb. position Gilluly to Thistle. On trains consisting of light loads or mixed loads and empties, fifty percent of the retainers will be used in 10 lb. position Soldier Summit to Thistle. Beginning at the head end of train, every other retainer must be placed in 10 lb. position before leaving Soldier Summit, alternating at Gilluly. On trains consisting of empties, beginning at the head end of the train, every other retainer must be turned up in 10 lb. position before leaving Soldier Summit on the head two-thirds of the train, no retainers to be used on the rear one-third of the train. Retainers on the head two-thirds of the train will be alternated at Gilluly.

All westward freight trains will stop at Gilluly for inspection and westward freight trains consisting of coal, ore, and similar heavy loads will also stop at Narrows for inspection.

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

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

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

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

Sub-Division 6-A:
Kenilworth Junction-Kenilworth: All retainers must be used on descending grade.

Sub-Division 6-B:
Spring Canyon Junction-Rains: All retainers must be used on descending grade.

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

Sub-Division 6-F:
Retainers should be used in 20 lb. position on westward trains between Crystal and Salina and train should be stopped at Gooseberry for inspection and cooling of wheels.

Sub-Division 6-G and 6-H:
Water brakes must be used between Knightville and Goshen on light engines and engines attached to all freight trains.

All retainers must be used Knightville to Eureka and Knightville to Goshen. Westward freight trains must stop just east of Loop Bridge to cool wheels and inspect train.

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

Sub-Division 6-K:
Trains will use all retainers Bingham to Welby.

Sub-Division 6-N:
All retainers must be used between Altus and Gogorza, and between Altus and Sugar House, on freight and passenger trains.
Water brakes must be used between Altus and Sugar House, on light engines and engines attached to all freight trains.

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

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

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

Sub-Division	M. P. Location	Tracks Governed	Remarks
6	695.0	D. & R. G. W. and S. L. & U. main tracks.	Interlocking plant. Semaphore type signals. D. & R. G. W. rules govern both roads.
6	698.9	D. & R. G. W. Switch track and S. L. & U. main track; D. & R. G. W. main tracks and U. P. switch tracks.	Interlocking plant. Color light signals for normal movement, semaphore type for reverse movement. U. P. and D. & R. G. W. governed by their own rules; S. L. & U. governed by D. & R. G. W. rules.
6	705.7	D. & R. G. W. and U. P. main tracks.	Automatic signals. Color light signals without derails. Each road governed by its own rules and special instructions. (See Rule 667.)
6	744.2	D. & R. G. W. freight main tracks and U. P. main track.	Interlocking plant. Semaphore type signals. Each road governed by its own rules.
6	744.2	D. & R. G. W. passenger 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. Lev-erman located in tower at freight interlocking plant. (See Rule 662.)
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.
6-J	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.

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

Trains approaching the following crossings at grade, which are not protected by signals or derails, must stop at 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
6	700.6	S. L. & U. On D. & R. G. W. wye. Gate. Operated by D. & R. G. W. Trainmen.	
7	745.5	W. P. Freight main tracks.	
7	745.0	S. L. G. & W. and U. P.	
7	781.3	S. P.	
6-G	781.7	U. P. Gate. Operated by D. & R. G. W. Trainmen.	
6-I	42.0	U. P. D. & R. G. W. trains have precedence.	
6-K	0.1	S. L. & U.	
6-K	0.6	S. L. & U.	
6-N	2.0	S. L. & U.	
6-N	0.7	U. P.	

UTAH STATE LAW: "Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than 80 rods from any street, road or highway crossing until such street, road or highway shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains, before crossing the main track at grade from any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches are provided, that such stop shall not be required. Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation."

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-J, will be as follows:

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

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

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

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

If the signal indication does not change to PROCEED due to train or engine on conflicting route having received but not accepted proceed indication, and if train or engine has stopped and is being delayed for any reason; or, if the signal indication does not change to proceed and no conflicting train or engine movements are evident, train or engine man 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 engine man at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and engine man, after sounding two long blasts of whistle (Rule 14-b) will proceed following flagman carefully to end of gauntlet track.

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

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

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

In the event of signals failing to give proceed indication on approach and failing to give such indication in response to time release operation, D. & R. G. W. trains will protect by flagman full distance in both directions before occupying gauntlet track."

A. B. S.

6-C. A. B. S. Rules in effect between Helper and U. P. crossing 9th South Street, Salt Lake City, except within the limits of the home signals at Interlocking Plant Springville (S. L. & U. Crossing), the limits of which are indicated by signs reading: "Beginning of block" and "End of block."

6-D. Rule 510 is modified as follows:
"Between Helper and Thistle passenger trains may pass 'Grade Signal' when the 'G' is illuminated, in the same manner as freight trains."

6-E. A. B. S. Helper-Colton, normal and reverse movements.

The limits of this territory are designated by signs—
"Beginning of Block for Reverse Movement"
"End of Block for Reverse Movement"

Westward signal No. 6255, located at end of two main tracks Helper, has two signals on mast, top signal governing westward movements to the eastward track when the crossover located at end of two main tracks is reversed, lower signal governing restricted route through crossover to the westward track.

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

6-F. Operation by Centralized Traffic Control is effective between East Roper and Provo.

Between Endot and East Roper both main tracks are signalled for normal and reverse movements.

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

REMOTE CONTROL SWITCHES AT THISTLE

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

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

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

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

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

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

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

6-H. Audible annunciator is located opposite signal 6842 at clearance point at the east end of siding Castilla. Eastward trains will immediately after passing this signal give the following whistle signals, using care to so space whistle sounds as to be distinct:

Passenger Trains	1 long blast
Fruit and Stock Trains	2 short blasts
Other Freight Trains	3 short blasts

6-I. Warning indicator has been installed on east side of viaduct at Soldier Summit and to the left of eastward track which displays a yellow indication when there is no eastward train movement between ABS 6523 and this indicator. When there is a train between ABS 6523 and the viaduct on the eastward track no light will be displayed on the indicator.

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

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

7-A. Passengers may be carried on freight trains on Scofield Branch, Tropic Branch and between Nephi and Mant.

7-B. 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.

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

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

Sub-Div.	Mile	Description	Side or Overhead
6	626.5	Helper, Freight House Platform	Side.
6	626.5	East Water Crane, EB ML	Side.
6	626.7	West Water Crane, EB ML	Side.
6	626.7	West Water Crane, WB ML	Side.
6	630.3	Water Crane, WB ML	Side.
6	632.9	Bridge 632.02, EB ML	Side.
6	636.1	Nolan Tunnel, E. B. Track	Overhead.
6	639.3	Water Crane, Kyune Pass	Side.
6	639.8	Bridge 639.84, WB ML	Side.
6	639.8	Bridge 639.84, EB ML	Side.
6	639.7	Viaduct	Overhead.
6	661.0	West Water Crane, EB ML	Side.
6	661.0	East Water Crane, EB Pass	Side.
6	661.0	West Water Crane, WB ML	Side.
6	661.0	West Water Crane, WB ML	Side.
6	661.0	West Water Crane, WB Pass	Side.
6	660.9	Coal Chute, Old Main Trk.	Side.
6	702.8	Provo River Bridge	Side.
6	713.7	American Fork—Warehouse, Siding	Side.
6	734.5	Morrison-Merrill Fence, Stock Yards	Side.
6		Track	
6	742.5	Roper—Two crossover switches, west of 21st South, Main Line	Side.
6	743.0	S. L. & U. Railway Bridge, EB	Side.
6	743.0	S. L. & U. Railway Bridge, WB	Side.
6	744.8	Viaduct—Freight Tracks	Overhead.
6-H	6.3	Goose Island Rescreener Plant	Side and overhead.

Sub-Div.	Mile	Description	Side or Overhead
6-B.	7.0	Mutual Mine Tipple	Side and overhead.
6-C.	21.1	Clear Creek Mine Tipple	Side and overhead.
6-C.	21.5	Eagle Mine Tipple	Side and overhead.
6-D.	14.8	Stockyard Platform	Side.
6-D.	32.0	Freight House Platform	Side.
6-D.	38.6	Station Platform	Side.
6-D.	53.4	Station Platform	Side.
6-D.	60.8	Station Platform	Side.
6-D.	60.8	Central Utah Wool Co. platform	Side.
6-D.	68.3	Beet Dump	Side.
6-D.	70.5	Station Platform	Side.
6-D.	72.9	Cauliflower Platform	Side.
6-D.	82.5	Salt House	Side.
6-D.	88.4	Stock Yard Platform	Side.
6-D.	88.4	Platform on Wye	Side.
6-D.	103.7	Station Platform	Side.
6-D.	111.7	Station Platform	Side.
6-D.	122.5	Sevier Tunnel	Overhead.
6-D.	132.0	Stock Yard Platform	Side.
6-G.	3.8	Station Platform	Side.
6-G.	5.6	Bridge 5.55	Side.
6-G.	10.8	Station Platform	Side.
6-G.	17.3	Bulkhead to Beet Dump	Side.
6-G.	22.1	Station Platform	Side.
6-G.	29.0	Rock Dump	Side.
6-G.	30.2	Tunnel	Overhead.
6-G.	31.3	Rock Bank	Side.
6-G.	32.2	Bridge 32.21	Side.
6-G.	33.3	Rock Bank	Side.
6-G.	34.6	Tunnel	Side and overhead.
6-G.	35.3	Rock Bank	Side.
6-G.	35.8	Rock Bank	Side.
6-I.	6.2	Bridge 6.24	Side.
6-I.	6.8	Rock Out	Side.
6-I.	7.8	Rock Out	Side.
6-I.	8.5	Bridge 8.75	Side.
6-I.	18.1	Retaining Wall	Side.
6-I.	21.7	Station Platform	Side.
6-K.	0.5	Sandy Loading Chute, Passing Track	Side and overhead
6-K.	0.6	U. S. Smelter Bridge	Overhead.
6-K.	0.6	U. S. Smelter Flume	Overhead.
6-K.	14.1	Chibbing on High Line	Side.
6-N.	7.0	Le Grand-Rock Quarry, Passing Track	Side and overhead.
6-N.	8.0	Cement Quarry, Passing Track	Side.
6-N.	18.6	Tunnel	Side and overhead.
6-N.	32.0	Park City, Keystone Loading Station	Side and overhead.
6-N.	32.3	Park City, Silver King Loading Station	Side.
6-N.	32.3	Station Platform	Side.
7.	769.9	North Salt Lake Stock Yards	Side.
7.	769.6	Wagon Bridge	Overhead.

8-A. Train shed on No. 1 track, Salt Lake City Union Depot, will not clear cab of engine larger than a C-48 class. The east end of this shed will clear for a short distance and it is possible to couple engines to eastward trains on east end of No. 1 track.

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

9-A. Trains must not exceed the maximum speeds prescribed below:
Speed restrictions governing "other" freight trains govern the speed of light engines, except that between Kyune and Helper eastward, and Soldier Summit and Thistle westward, light engines may run 25 miles per hour.

TERRITORY	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	20	20
Lynn to Helper (eastward)	30	15	15
Soldier Summit to Gilluly (westward)	30	15	25
Gilluly to Detour (westward)	30	15	25
Detour to Rio (westward)	35	20	25

TERRITORY	Passenger Trains Miles per Hour	Freight Trains Miles per Hour Coal & Ore	Other
Rio to Thistle (westward)	40	20	25
Thistle-Moark	60	35	40
Moark-Dern	65	35	50
Dern-Endot	70	35	50
Endot-Salt Lake City	65	35	50
Salt Lake City between 8th North and 9th South	12	12	12
Ogden Union Depot yard	5	5	5

Freight trains handling coal or ore in open top equipment will be restricted to coal and ore train speed between Soldier Summit and Thistle.

Redball symbol trains will not be restricted to coal and ore train speed between Thistle and Salt Lake City when filled on coal or ore, but must not exceed a speed of forty (40) miles per hour.

Where above restrictions do not specify direction, speed restrictions apply to both eastward and westward movements.

Sub-Division	12	12	12
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	30	25	25
Sub-Division 6-E	18	15	15
Sub-Division 6-F	12	12	12
Sub-Division 6-G	20	12	12
Sub-Division 6-H	12	12	12
Sub-Division 6-I	25	20	20
Sub-Division 6-J	15	15	15
Sub-Division 6-K	20	12	12
Sub-Division 6-L	30	20	20
Sub-Division 6-M	20	12	12
Sub-Division 6-N	20	12	12
Roper-Gogorza	25	20	20
Gogorza-Park City	8	8	8
Main and State Streets, Salt Lake City	20	20	20
Sub-Division 7-A	20	20	20

All Sub-Divisions, except where Sub-Division restrictions in certain territories require lower speed:

Thru turn out spring switches at Nolan, Kyune, Scenic, Gilluly, Narrows, Thistle and East Roper	15	15	15
Thru turn out remote control switches Thistle, Midvale Siding, crossover at and switch entering East Roper yard	15	15	15
Thru other turn outs equipped with spring or remote 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	45	35	45
Thru interlocker on freight main tracks 9th South, Salt Lake City	12	12	12
Thru other interlockers	35	25	25
Over railroad crossing Lakota	30	30	30
Over railroad crossing passenger 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:

Class	Miles per Hour
Class L-62	35
L-35, L-107, L-131, L-132	40
L-105	65
F-81	40
M-67, M-76, and M-78	55
K-59	20
Engines backing up	25
Engines dead with side rods up	25
Engines dead with all side rods down	15
Engines with one pair wheels swinging	10
Steam Derricks 022 and 023	35
Other derricks, steam shovels, clam shells, ditchers, pile drivers, scale test cars (except 010897), air dump cars (except K-J and Western), 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, ore or similar heavy loads, must use not less than:
38 minutes Soldier Summit to Gilluly,
19 minutes Gilluly to Detour,
20 minutes Detour to Narrows,
25 minutes Narrows to Thistle.

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

9-B. City ordinance speed limits as follows:

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

10. Company surgeons are located as follows:

Name	Location	Name	Location
Geo. H. Curtman	Denver	K. B. Castleton	Salt Lake City
Chief Surgeon	Denver	J. J. Galligan	Salt Lake City
R. S. Allison	Castle Gate	Clark L. Rich	Ogden
Asst. Chief Surgeon	Salt Lake City	J. R. Morrell	Ogden
A. R. Demman	Helper	L. R. Pumphrey	Ogden
E. V. Long	Castle Gate	Oculist and Aurist	Ogden
John R. Anderson	Springville	W. B. Wherritt	Heber
L. D. Stewart	Payson	Max W. Stewart	Dividend
A. E. Hobson	Provo	S. B. Rigby	Fairview
L. W. Oaks, Eye	Provo	R. E. Jorgenson	Ephraim
E. E. Noyes	American Fork	Lucien Sears	Ephraim
E. Edgington	Lehi	C. L. Merrill	Sollans
A. J. Homser	Midvale	T. R. Gleichill	Richfield
F. B. Stapanek	Lehi	K. L. Jenkins	Marysvale
Oculist and Aurist	Salt Lake City	T. C. Wegeland	Garfield
M. C. Lindem	Salt Lake City	H. L. Goodwin	Park City
F. D. Spencer	Salt Lake City	O. W. Hardy	Clear Creek

10-A. Hospitals are located as follows: Salt Lake City, St. Marks and Holy Cross, Ogden, Dee Memorial.

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.—When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is given pullman passenger, and if pullman passenger, name of pullman should be given thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:
Personal Injury Report (Form 3922)
Ejection Report (Form 4009)
Inspection (Form 4012)

10-C. SURGICAL ATTENTION.—(Passengers and Employees): When passengers or employees 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 employees 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 should be called, charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company, except the emergency attention above noted.
10-D. Parties calling surgeons should explain as fully as possible the nature of the injuries, so that the surgeon may know what equipment to bring with him.

CONDITIONAL TRAIN STOPS
11. Nos. 1, 2, 5, 6, 19, and 20 will stop at any station to discharge pay passengers ticketed through from foreign lines, or to pick up pay passengers ticketed through to points on foreign lines.
11-A. No. 1 will stop at any station to discharge pay passengers and stop at Castle Gate and Royal to pick up pay passengers.
11-B. No. 2 will stop at any station to pick up pay passengers for points east of Grand Junction, and stop at any station between Salt Lake and Provo to pick up pay passengers for east of Thistle, and will stop at Royal and Castle Gate to exchange mail.
11-C. No. 5 stop at Provo to discharge pay passengers from Denver and pick up pay passengers for Salt Lake. No. 6 stop at Provo to pick up pay passengers for Denver.
11-D. Nos. 11 and 12 will stop at Birds Eye Marble Spur, Clinton, and on signal at Ivie and Grove, and No. 11 will stop on signal at road crossing near Milburn to load milk.
12. Switch at end of two main tracks, Helper, will be kept lined for westward track. Switch at end of two main tracks, Dern, will be kept lined for eastward track.

Miles from Denver	Location Spring Switches	Normal Positions
625.0	Helper	D. T. Westward
625.7	Helper	Independent Lead
634.8	Nolan-East end siding	E. B. Main Line
635.7	Nolan-West end siding	W. B. Main Line
638.9	Kyune-East end siding	E. B. Main Line
639.2	Kyune-West end siding	E. B. Main Line
641.4	Gilluly-West end siding	W. B. Main Line
641.6	Detour-East end siding	E. B. Main Line
645.0	Narrows-East end siding	E. B. Main Line
645.0	Narrows-West end siding	W. B. Main Line
647.7	Thistle-West end siding	W. B. Main Line
651.5	Dern	Entering double track
702.6	Post Roper	E. B. Main Line
740.7		

12-B. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Miles from Denver	Points	Denver	Points	Denver	Points
626.6	Trailing	651.3	Facing	681.0	Trailing
626.8	Facing	656.1	Facing	682.3	Trailing
627.4	Trailing	657.3	Trailing	682.3	Facing
628.8	Trailing	660.2	Facing	684.1	Facing
629.6	Facing	660.2	Trailing	685.0	Trailing
630.1	Trailing	661.8	Facing	685.8	Trailing
630.6	Facing	661.8	Trailing	685.7	Trailing
631.2	Trailing	665.0	Facing	695.7	Trailing
631.6	Trailing	666.1	Trailing	695.7	Facing
637.1	Trailing	671.6	Trailing	699.9	Trailing
641.9	Trailing	672.7	Facing	700.4	Trailing
644.7	Trailing	676.4	Facing	700.9	Trailing
647.9	Trailing	677.1	Trailing	701.0	Facing
648.3	Facing	680.0	Facing	735.9	Trailing
650.3	Trailing	680.7	Facing	740.8	Facing
651.2	Facing	680.9	Facing	742.5	Facing
651.6	Trailing			743.6	Trailing

13. Water Tank at Utah Sugar Works, M. P. 715.7. Water Tank at Mill Fork, M. P. 699.8.

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

Name of Passengers	Form	Stock Report (Enginemen, Form 3511)	Stock Report (Sectionmen, Form 4117)
Kenilworth Jet	Sub-Division 6-A	Provo	Sub-Division 6-J
Utah Canyon	Sub-Division 6-B	Midvale	Sub-Division 6-K
Jet	Sub-Division 6-C	Welby	Sub-Division 6-L
Colton	Sub-Division 6-D	Dalton	Sub-Division 6-M
Thistle	Sub-Division 6-E	Roper	Sub-Division 6-N
Sollans	Sub-Division 6-F	Pearl	Sub-Division 6-G
Springville	Sub-Division 6-G	Roy	Sub-Division 7-A

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

ADJUSTED TONNAGE RATINGS

FROM	TO	Class L-131-132 Engines 3200-3219		Class L-107 Engines 3200-3209		Class L-105 Engines 3700-3709		Class L-95 Engines 3400-3415		Class L-92 Engines 3300-3307		Class M-68 Engines 1900-1904		Class F-81 Engines 1400-1409		Class M-75 Engines 1600-1609		Class M-64 M-67 Engines 1700-1713 1801-1810 1821-1830		Class E-59 Engines 1200-1213		Class C-48 Engines 1131-1199 Super-heated		Class C-38-39-41 Engines 1000-1029 3 2 2		Adjustment Factor	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons			
Helper	Kyune	1900	1500	1400	1170	870	720	1250	1110	975	760	600	3														
Salt Lake	Thistle		4770	5000	3920	3200	3300	3750	3320	2980	2260	2080	6														
Thistle	Soldier Summit	2250	1860	1750	1460	1080	1110	1500	1310	1200	940	850	3														
Provo	Salt Lake		6580	8000	5720	3750	4950	6000	5320	4700	3600	3250	8														
Salt Lake	Ogden									3500	3100	2750	8														
Ogden	Salt Lake									3500	3100	2750	8														
Kenilworth Junction	Kenilworth				1040	625						525	2														
Colton	Seefield											810	670	3													
Seefield	Clear Creek											540	440	2													
Sugar House	Altus				850	330						320	275	1													
Gogora	Altus				1000	650						590	495	2													
Midvale	Welby				1385	930						650	580	2													
Welby	Dalton				1000	650						550	525	2													
Dalton	Bingham				600	350						300	285	1													
Welby	Midvale				2220	1480						1100	930	4													
Garfield	Welby				3560	2430						1790	1500	5													
Provo	Heber											750	620	3													
Springville	Santaquin					1950						1500	5														
Goshen	Santaquin					1950						1500	5														
Goshen	Kelchville					625						450	2														
Silver City	Knightsville					800						580	2														
Pearl	Dividend					450						350	1														
Thistle	Hilltop		2275		1985	1250						1040	860	4													
Salina	Hilltop		3390		3035	1975						1670	1470	5													
Nephel	Divide											320	275	1													

TONNAGE RATINGS

These ratings are the usual tonnage ratings for dead freight trains. Chief Dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify. In computing tonnage, the adjustment factor represents the number of tons, which shall be added to the total weight of each car, loaded or empty, 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, ore or similar heavy commodities, or when train consists of heavy loads and empties; 100 cars when train consists of merchandise and light loads (excludes coal, ore or similar heavy loads) or light loads mixed with empties, and 110 cars when train consists entirely of empties.

OPEN HOURS OF OFFICE OF COMMUNICATION

	Week-Day Hours		Sunday and Holiday Hours	
	Week-Day Hours	Sunday and Holiday Hours	Week-Day Hours	Sunday and Holiday Hours
Helper	Continuous	Continuous	7:00 a. m. to 4:50 p. m.	Closed
Ryans	Continuous	Continuous	7:30 a. m. to 4:30 p. m.	7:30 a. m. to 9:30 a. m.
Soldier Summit	Continuous	Continuous	7:30 a. m. to 4:30 p. m.	Closed
Thistle	Continuous	Continuous	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 10:00 a. m.
Springville	8:00 a. m. to 5:00 p. m.	Continuous	8:00 a. m. to 5:00 p. m.	(9:00 a. m. to 1:00 a. m. 12:01 p. m. to 2:01 p. m.)
Provo	Continuous	Continuous	7:00 a. m. to 4:00 p. m.	
Midvale	7:00 a. m. to 11:00 p. m.	7:00 a. m. to 11:00 p. m.	9:00 a. m. to 6:00 p. m.	Closed
Helper	Continuous	Continuous	8:00 a. m. to 5:00 p. m.	Closed
Salt Lake City	Continuous	Continuous	8:00 a. m. to 5:00 p. m.	Closed
North Salt Lake	7:15 a. m. to 4:15 p. m.	Closed	8:00 a. m. to 5:00 p. m.	Closed
Layton	8:50 a. m. to 5:50 p. m.	Closed	8:00 a. m. to 5:00 p. m.	Closed
Rey	9:00 a. m. to 6:00 p. m.	Continuous	7:30 a. m. to 4:30 p. m.	Closed
Transfer	Continuous	Continuous	7:00 a. m. to 4:00 p. m.	Closed
Fairview	9:00 a. m. to 6:00 p. m.	Closed	8:00 a. m. to 5:00 p. m.	Closed
Mt. Pleasant	8:50 a. m. to 5:50 p. m.	Closed	8:00 a. m. to 5:00 p. m.	Closed
Spiramin	9:00 a. m. to 6:00 p. m.	Closed	8:00 a. m. to 5:00 p. m.	Closed
Manti	6:35 a. m. to 3:35 p. m.	1:35 p. m. to 3:35 p. m.		

Tracks not Shown as Stations in Time-Table

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
SUB-DIVISION 6				SUB-DIVISION 6-M			
Kenilworth Junction	627.4	Yard	West	Snyder	2.8	4	West
Lynn	632.0	100	East	SUB-DIVISION 6-N			
Mill Fork	660.8	11	West	Temple	1.0	30	E. & W.
Diamond	683.1	5	West	Forest Dale	2.0	15	E. & W.
Castilla Band Spur (Disconnected)	684.8	9	West	Wilford	2.6	65	West
Law	692.1	12	West	Alexander	5.4	4	West
(Republic Coking Co.)				Pisther (Disconnected)	27.0	4	West
Ironton (Columbia Steel Co.)	699.0	Yard	E. & W.	Madintosh Sampler	31.6	Yard	West
(Pacific States Cast Iron Pipe Co.)				Ontario Mine Spur	33.9	18	East
Knudsen	702.4	12	East	SUB-DIVISION 6-I			
Cronin	706.9	17	West	Knight Coal Co.	0.7	9	East
Wine	708.3	8	West	Provo Ice and Storage Co.	1.7	9	West
Utah Sugar Works	712.4	18	E. & W.	Provo Pressed Brick Works	2.1	15	West
Langston	715.7	75	E. & W.	Hoeth Spur	3.0	13	West
Gadley	730.7	20	East	Deer Creek	16.4	70	E. & W.
Smelter	732.7	11	East	SUB-DIVISION 6-C			
Fire Clay, Westward Track	737.4	92	E. & W.	Spierville-Mapleton Sugar Factory	1.6	85	West
Dunford, Westward Track	739.0	27	East	Spill	3.1	12	East
	740.6	10	East	Spanish Fork Sugar Factory	6.1	93	E. & W.
SUB-DIVISION 7				Law	7.8	8	West
Elliott	751.2	10	East	Lewis	23.1	16	West
Powder House	752.2	4	East	East	25.2	7	East
Valencia	752.1	12	East	Elberta	30.7	12	E. & W.
Haigh	762.1	6	West	Siddis	35.6	14	West
Flint	765.0	9	East	Central Mine	38.9	50	West
Layton Sugar Works	768.0	150	West	Tatio Mill	39.1	60	West
Bennett Branch (Layton Sugar Co. Tracks)	768.0	Yard	West	Goshen (Eagle and Blue Bell Spur)	43.1	30	East
Elliott	769.2	8	West	SUB-DIVISION 6-D			
Smith's Siding	770.7	11	East	Hirshy Marble	4.6	2	West
Mabo	771.0	24	West	Manning	37.1	10	East
Smith's Canning Co.	772.0	12	East	Goshen Sugar Factory	75.0	Yard	West
Garfield	772.0	20	East	Proft	81.0	162	West
Star Canning Works	773.6	20	E. & W.	Harlow	88.6	8	West
Taylor	775.6	12	E. & W.	Ice-Mill Spur	90.2	12	West
Amalgamated Sugar Works	779.5	148	East	Ice-Beet Spur	93.5	24	E. & W.
Evans	779.9	30	East	Kane	94.3	9	West
SUB-DIVISION 7-A				Bastian	97.1	9	West
Kingsville	1.7	35	West	Gurr (Jumbo Mill Spur)	97.6	30	West
Farnsworth (Interstate Sugar Co. Track)	1.6	22	West	Kuni	98.7	9	West
Farnsworth (West Point Canning Co.)	1.6	12	West	Kona	100.0	18	West
Hopper Sugar Works	3.5	99	West	Martinez	102.0	10	West
Hopper Canning Works	3.6	21	West	Sife	104.9	10	West
Cox	5.0	20	West	Dahol	107.3	14	East
SUB-DIVISION 6-C				Jones	107.4	10	East
Monay Coal Co.	13.8	22	West	Silver			
SUB-DIVISION 6-K				LOCAL WATCH INSPECTORS			
U. S. Smelter	0.5	Yard	West	Name	Location		
West Jordan Milling Co.	0.8	8	West	Packer & West	Ogden		
Robbe	9.5	2	East	H. B. Miller & Co.	Salt Lake City		
				C. H. Heinselman	Provo		
				Elita Jewelry Co.	Helper		

SIGNAL MAINTAINERS

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

LOCAL WATCH INSPECTORS

Name	Location
Packer & West	Ogden
H. B. Miller & Co.	Salt Lake City
C. H. Heinselman	Provo
Elita Jewelry Co.	Helper