



UNION PACIFIC RAILROAD COMPANY  
SOUTH-CENTRAL DISTRICT



UTAH DIVISION  
**TIME-TABLE**  
**No. 47**

Effective  
**Monday, May 1, 1972**  
At 12:01 A.M. - MOUNTAIN TIME

*Safety Gains*  
*Where Courtesy Reigns*

**For Employes Only!**

SOUTH CENTRAL DISTRICT

UTAH DIVISION  
CORRECTED TO FEB 1, 1972

**R. L. RICHMOND**

General Manager

**J. BOWEN**

General Superintendent Transportation

**H. H. BRANDT, Superintendent, Salt Lake City, Utah**

N. D. NELSON, Ass't Supt. ....Salt Lake City, Utah  
 D. F. McCRAW, Ass't to Supt.....Salt Lake City, Utah  
 R. V. WADE, Terminal Supt.....Salt Lake City, Utah  
 J. R. HART, Ass't Terminal Supt.....Salt Lake City, Utah  
 T. A. WINGSTAD, Term. Trainmaster  
 Salt Lake City, Utah  
 L. A. LEAKE, Term. Trainmaster.....Salt Lake City, Utah  
 R. SHUMATE, Trainmaster .....Salt Lake City, Utah  
 N. D. PARTINGTON, Trainmaster .....Clearfield, Utah  
 M. L. RAWLINSON, Ass't Trainmaster....Clearfield, Utah  
 O. G. STOCKHAUS, Ass't Trainmaster.....Clearfield, Utah  
 T. E. ACKLIN, Trainmaster .....Milford, Utah  
 W. F. COCKING, Master Mechanic....Salt Lake City, Utah  
 H. A. WILLIAMS, Road Foreman of Engines  
 Salt Lake City, Utah  
 W. M. BATES, Road Foreman of Engines  
 Salt Lake City, Utah  
 F. G. PFISTER, Road Foreman  
 of Engines .....Las Vegas, Nev.  
 G. P. BURNS, Division Engineer.....Salt Lake City, Utah  
 D. J. GALE, General Roadmaster.....Salt Lake City, Utah  
 W. F. GRIFFIN, Superintendent,  
 Safety and Courtesy .....Los Angeles, Calif.  
 H. G. HAGGLUND, Ass't Superintendent,  
 Safety and Courtesy .....Salt Lake City, Utah

**First and Second Subdivisions and Branches**

R. D. BRINK, Chief Train Dispatcher  
 Salt Lake City, Utah

**Third Subdivision and Branches**

R. A. FORBES, Chief Train Dispatcher  
 Salt Lake City, Utah

**Assistant Chief Dispatchers**

R. L. Gundy                      J. T. Holyoak  
 G. J. Wilde                     R. L. Maughan  
 W. A. McCall                  B. F. Hyde  
 C. H. White

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

**SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:**

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt."—Train with freight cars; train with cabooses only; locomotive without cars; locomotive with cars, other than train movement.

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
When using tracks other than main tracks unless a different speed is specified.	15	15	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through crossovers or turnouts.		40
Sidings in CTC territory.	20	20			10
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains with retaining valves in use.		20
When using No. 20 turnouts, unless a different speed is specified.	40	40	Trains handling UP ore cars 26000 to 26499, Under load or empty, unless otherwise restricted.		40
When using No. 14 turnouts.	25	25	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40
When using other turnouts.	15	15			35
Facing point movement over spring switches not protected by signals, unless advised by train order that switch has been spiked.	20	20			20
Within yard limits protected by continuous block signal system.	35	35	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines.		35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20			25
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65			25
Other road freight locomotives.	75	75	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50			
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions. On Provo Subdivision. On Branch Lines.	50	50 25 20	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type.		35
When multiple unit engine is controlled from other than leading unit.	30	30			45
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Wye tracks, except those portions used as main track or siding.	6	6
Trains handling ore from Cedar City Branch.		40	Trains handling specially equipped cars for company wheels and axles: UP 99000 - 99014 inclusive and UP 99500 - 99962.		
Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50			50

**MILEAGE**

Main Line ..... 762.6  
 Branches ..... 267.5  
**Grand Total ..... 1030.1**

**FIRST SUBDIVISION**

WESTWARD ↓		Time Table No. 47 May 1, 1972	EASTWARD ↑	
LENGTH OF SIDINGS			MILE-POST	RULE 6(B)
CARS	FEET	STATIONS		
		DN-R SALT LAKE CITY YL 1.0	36.3	P
		DN-R NORTH YARD YL 4.2	35.3	FIPTY
		NORTH SALT LAKE 3.0	31.1	PX
		D WOODS CROSS 6.8	28.1	PX
W 61	3556	FARMINGTON 4.6	21.3	PX
C 113	6418	KAYSVILLE 2.2	16.7	P
		LAYTON 4.7	14.5	P
		DN CLEARFIELD 3.7	9.8	PXY
		ROY 5.1	6.1	P
		BRIDGE JCT. YL 1.0	1.0	P
		DN-R OGDEN YL 0.7	0.0	FPY
		D. & R. G. W. CROSSING YL 0.9	0.7	A
		S. P. JCT. YL 7.2	1.6	P
		HOT SPRINGS 5.2	8.8	PY
		WILLARD 7.1	14.0	P
		D. BRIGHAM CITY YL 9.3	21.1	PY
		HONEYVILLE 5.5	30.4	P
		DEWEY 8.7	35.9	P
		WHEELON 4.2	44.6	P
W 93	5300	DN CACHE JCT. YL 8.1	48.8	PY
E 57	3319	TRENTON 8.2	56.9	P
		WESTON 5.9	65.1	P
		DAYTON 7.3	71.0	P
		COULAM 6.4	78.3	P
		SWAN LAKE 10.3	84.7	P
		D DOWNEY 9.7	95.0	P
		ARIMO 6.5	104.7	P
		D McCAMMON YL	111.2	PY
		(147.5)		

ADDITIONAL STATIONS				
Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
<b>First Subdivision</b>				
Becks .....	32.9	X69	Both	East
Pioneer .....	29.7	X78	Both	East
Centerville .....	25.8	X13	West	Level
Layton Sugar Factory Spur ....	13.8	X27	East	East
Lodjic .....	2.3	0.5 Miles	East	West
Browning .....	2.7	23	Both	West
Harrisville .....	4.7	25	Both	Level
Randall .....	6.3	19	Both	West
Perry .....	17.2	20	Both	Level
		46	Both	Level
Collinston .....	40.1	9	West	East
Cottle .....	55.7	22	Both	East
Cornish .....	60.6	29	Both	Level
Anderson .....	63.7	13	Both	East
Clifton .....	75.2	22	Both	Level
Virginia .....	100.0	47	Both	West
		10	Both	West

On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Rule 251 is in effect between Salt Lake City and Clearfield.

Note 2 to Rule 99 is in effect on First Subdivision.

**CLEARANCE REQUIREMENTS**

All trains must receive clearance at Ogden.

All trains must receive clearance at Cache Jct. In addition, westward trains enroute to Idaho Division must receive Idaho Division clearance at Cache Jct. and need not receive clearance at McCammon.

Eastward trains from Idaho Division must receive Utah Division clearance at Pocatello and need not receive clearance at McCammon. Eastward Utah Division trains must identify opposing Utah Division trains between Pocatello and McCammon.

**SPEED RESTRICTIONS — FIRST SUBDIVISION**

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
<b>Between Ogden and Salt Lake City</b>					
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5.	70	55
Trains consisting of 50% or more ore.		30	Between M.P. 26.6 and 26.8.	70	55
Kaysville Between M.P. 20.9 and 21.2.	70	55	North Yard Between M.P. 34.8 and 34.9.	40	25
			Between M.P. 34.9 and passenger station.	25	25
<b>Within Ogden Terminal Limits</b>					
Maximum speed. (Except freight trains main line between 12th St. and Wall Avenue.)	30	15	Over railroad crossings.	15	15
		30	Switches, Cecil Junction.	15	15
When using crossovers or turnouts.	15	15	Wye and Balloon Track, Patterson Avenue.	10	10
<b>Between Ogden and McCammon</b>					
Maximum speed.	79	60	Cornish Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 88.5 and 89.0.	60	50
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 90.2 and 90.4.	50	40
Between M.P. 41.0 and 41.4.	60	50	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 42.0 and 42.2.	45	35	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 43.5 and 44.6.	40	30	Virginia Between M.P. 102.4 and 102.6.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Armo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.4 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

NOTE: Referring to Rule 12(D) \* Reduce Speed Signs have been placed on left side of track at following points:

Westward  
M.P. 44.6

Eastward  
M.P. 14.0 M.P. 93.9

SECOND SUBDIVISION

WESTWARD ↓		Time Table No. 47 May 1, 1972	EASTWARD ↑	
LENGTH OF SIDINGS		STATIONS	MILE-POST	RULE 6(B)
CARS	FEET			
106	6004	DN-R NORTH YARD YL 0.7	35.3	FPTY
		GRANT TOWER YL 1.2	36.0	IP
		W.P.-U.P. JUNCTION YL 2.5	781.7	PX
		BUENA VISTA	779.2	P
		DN-R SALT LAKE CITY YL 1.5	36.3	P
		D. & R. G. W. CROSSING YL 0.2	37.8	AP
		D. & R. G. W. CROSSING YL 3.1	38.0	AP
106	6004	BUENA VISTA	779.2	P
109	6155	D GARFIELD 1.2	768.3	P
		K.C.C. CROSSING 0.7	767.1	AP
		SMELTER 2.0	766.4	PX
106	6015	LAKE POINT 8.0	764.4	P
106	6005	ERDA 8.2	756.4	P
106	6005	D WARNER 5.6	748.2	PY
113	6410	STOCKTON 6.5	742.6	P
106	6010	ST. JOHN 12.8	736.1	P
123	6960	FAUST 6.1	723.3	P
106	6013	PEHRSON 7.3	717.2	P
119	6717	LOFGREEN 5.7	709.9	P
106	5996	BOULTER 5.6	704.2	P
106	6005	TINTIC 6.7	698.6	PY
107	6037	McINTYRE 6.6	691.9	P
109	6165	JERICHO 10.3	685.3	P
120	6797	CHAMPLIN 9.1	675.0	P
101	5746	LYNNDYL 7.7	665.9	PY
101	5741	STRONG 8.8	658.2	P
106	5990	D DELTA 9.5	649.4	PY
106	5998	VAN 8.9	639.9	P
106	5991	CLEAR LAKE 13.5	631.0	P
106	5990	BLOOM 7.9	617.5	P
107	6078	CRUZ 10.2	609.6	P
106	6027	BLACK ROCK 9.7	599.4	P
106	5997	READ 4.6	589.7	P
106	5995	MURDOCK 8.3	585.1	P
		DN-R MILFORD	576.8	PY
		(207.2)		

ADDITIONAL STATIONS					
Location	Mile Post	Car Capacity, Etc.	Switch Connections	Grade Descending	
Second Subdivision Industrial Center Spur	779.9	0.5 Miles	P	West	East
Bauer	744.8	24	P	Both	East
Clover	732.8	Govt. Yard	PY	East	East
Cline	661.2	{ No. 1 13 No. 2 13		East East	West West

Note 2 to Rule 99 is in effect on Second Subdivision.

CLEARANCE REQUIREMENTS

Trains to or from Provo Subdivision need not receive clearance at Lynndyl.

Eastward trains enroute to Provo Subdivision must identify opposing trains between Milford and Lynndyl.

Trains to or from Fillmore Branch need not receive clearance at Delta.

Trains to or from Eureka or Silver City Branches need not receive clearance at Tintic.

SPEED RESTRICTIONS — SECOND SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
Maximum speed.	79	60	Smelter		
Milford			When using No. 20 Turnouts at Smelter.	35	35
Between M.P. 576.3 and 576.4.	50	35	Between M.P. 767.2 and 767.5.	70	55
Between M.P. 576.5* and 576.7 (See Note).	20	20	Garfield		
Between M.P. 577.5 and 579.1.	70	50	Between M.P. 770.1 and 770.5.	70	55
Delta			Buena Vista		
Between M.P. 655.8 and 656.4.	70	60	Between M.P. 779.2** and 779.6 (See Note).	70	55
Champlin			Freight Line Between Buena Vista and M.P. 780.5	30	30
Between M.P. 678.9 and 679.2.	65	50	Salt Lake City		
Between M.P. 680.5 and 681.0.	60	45	Freight Line Between M.P. 780.5 and Grant Tower.	20	20
Between M.P. 682.5 and 689.0.	60	45	Within Grant Tower Interlocking limits except South leg of Wye.	15	15
Tintic			Grant Tower — South leg of wye.	10	10
Between M.P. 699.6 and 699.9.	70	55	When pushing cars between Fifth North and Twenty-First South Streets.		5
Between M.P. 702.1 and 703.8.	70	60	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Boulter			Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
Between M.P. 705.8 and 711.3.	55	40	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Between M.P. 712.1 and 715.9.	55	45	All Trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.		
Pehrson					
Between M.P. 719.6 and 721.0.	60	50			
St. John					
Between M.P. 742.1 and 744.1.	55	40			
Warner					
Between M.P. 754.2 and 755.6.	60	45			
Erda					
Between M.P. 757.1* and 758.9 (See Note).	55	40			
Between M.P. 760.9 and 761.9.	70	55			
Between M.P. 762.8 and 763.3.	65	50			

WESTWARD ↓		FILLMORE BRANCH		EASTWARD ↑	
LENGTH OF SIDINGS		Time-Table No. 47 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
107	6071	D	DELTA	0.0	PY
161	9024		21.7		
			GREENWOOD	21.7	
			10.5		
		D	FILLMORE	32.2	Y
			32.2		

Note:—Reduce Speed\* or Resume Speed\*\* signs placed to left of track.

Movements on Fillmore Branch are governed by staff system. Staff is located in staff box near telegraph office door, Delta. See Special Rule 300(R).

ADDITIONAL STATIONS ON SPUR TRACKS OUT OF TINTIC

Location	Mile Post	Capacity, Cars	Switch Connections	Grade Descending
Eureka Branch				
Eureka	3.5	Yard	Both	East
Silver City Branch				
Silver City	2.4	8	Both	East

SPEED RESTRICTIONS

LOCATION	MPH
Eureka and Silver City Branches.	10
Eureka, within city limits.	6
Fillmore Branch. Maximum Speed.	25
(All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point).	

THIRD SUBDIVISION

WESTWARD			Time-Table No. 47 May 1, 1972		EASTWARD		ADDITIONAL STATIONS						
LENGTH OF SIDINGS	SECOND CLASS	DAILY EXCEPT SAT., SUN.	MILE POST	SECOND CLASS	RULE 6(B)	Location	Mile Post	Capacity, Etc.	Switch Connections	Grade Descending	MPH		
											PSGR	FRT	
CARS	FEET	9.00AM		418		Third Subdivision							
106	6026		576.8	2.45PM	PY	Little Springs	472.3	42 P	Both	West			
106	6002		571.7		P	Arrolime	353.8	28 P	Both	East			
106	5988		561.6		P	Fibreboard Spur	351.7	11.5 Mi.	West				
162	9101	10.00AM	550.5		P	Lovell	344.6	10 P	West	West			
106	6006		541.4	1.45PM	PY	Gov't Ordnance Spur		4.0 Mi.					
106	5981		531.5		P	Valley	342.4	31 P	East	West			
106	6016		526.7		P	Old Siding Industry		11	East	West			
106	5999		515.8		P	Nellis Air Base Spur		2.7 Mi.	West	East			
106	6004		509.8		PY	Nellis Industrial Park Spur	340.0	41 P	West	East			
106	6008		501.2		P	Las Vegas Industrial Spur	337.9	30 P	West	East			
110	6212		493.7		P	<p style="text-align: center;"><b>CLEARANCE REQUIREMENTS</b></p> <p>Trains to or from Cedar City Branch at Lund will retain their identity and need not receive clearance at Lund.</p> <p>Westward trains enroute to Cedar City Branch must identify opposing trains between Milford and Lund.</p> <p>Trains to or from Pioche-Prince Branches need not receive clearance at Caliente.</p> <p>Trains to or from Mead Lake Branch need not receive clearance at Moapa.</p> <p>Note 2 to Rule 99 is in effect on Third Subdivision.</p>							
106	6013		489.3		P								
107	6041		484.6		P								
115	6516		475.3		P								
106	6014		464.3		P								
200	11150		459.5		PY								
107	6079		454.5		P								
105	5976		449.9		P								
106	6013		444.9		P								
111	6275		438.4		P								
127	7140		434.5		P								
105	5925		429.1		P								
91	5045		419.1		P								
107	6068		413.5		P								
105	5977		402.9		P								
118	6645		397.9		P								
107	6056		393.4		P								
107	6066		383.1		PY								
108	6102		373.5		P								
108	6094		363.0		P								
107	6072		352.0		P								
108	6107		347.0		P								
108	6119		338.7		P								
			334.2		FPY								
			(242.6)		Daily Except Sat., Sun.								

SPEED RESTRICTIONS — THIRD SUBDIVISION

LOCATION	MPH		LOCATION	MPH	
	PSGR	FRT		PSGR	FRT
<b>Maximum Speed</b>			<b>Leith</b>		
Between Las Vegas and Farrier.	79	60	Between M.P. 430.0 and 455.2.	35	30
Between Farrier and M.P. 500.0 near Uvada.	70	50	<b>Etna</b>		
Between M.P. 500.0, near Uvada, and Milford.	79	60	Between M.P. 458.4 and 458.8.	45	30
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolime or Apex.		45	<b>Caliente</b>		
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	Between M.P. 459.8 and M.P. 460.0	20	20
			Between M.P. 460.0 and 460.3* (See Note).	40	30
			Between M.P. 461.2 and 461.7.	30	20
			Between M.P. 461.7 and 463.9.	40	30
<b>Las Vegas</b>			<b>Eccles</b>		
Between M.P. 333.0 and 334.7.	20	20	Between M.P. 466.0 and 466.9.	40	30
Between M.P. 334.8 and 336.1.	60	50	Between M.P. 467.2 and 469.0* (See Note).	55	40
			Between M.P. 469.1 and 477.3.	20	20
<b>Dike</b>			<b>Islen</b>		
Between M.P. 348.4 and 351.1.	40	30	Between M.P. 479.1 and 480.0.	40	30
Fibreboard Spur.	20	20	Between M.P. 480.4 and 481.6.	30	20
<b>Apex</b>			<b>Acoma</b>		
Between M.P. 356.1 and 358.5.	45	30	Between M.P. 484.4* and 486.6 (See Note).	60	45
Between M.P. 358.8 and 359.4.	60	45	Between M.P. 486.8 and 488.7.	30	25
Between M.P. 362.2 and 362.5* (See Note).	60	45	<b>Brown</b>		
			Between M.P. 489.1 and 492.1.	50	35
<b>Dry Lake</b>			<b>Crestline</b>		
Between M.P. 363.9 and 364.3.	70	55	Between M.P. 494.1** and 494.4 (See Note).	40	30
Between M.P. 369.1 and 369.4.	70	55	Between M.P. 495.0 and 497.3.	30	20
			Between M.P. 497.6 and 497.9.	60	45
<b>Ute</b>			Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
Between M.P. 379.2 and 379.6.	60	45	<b>Uvada</b>		
Between M.P. 380.4 and 380.9.	65	50	Between M.P. 502.0* and 502.5 (See Note).	70	55
			Maximum Speed All freight trains operated to or from Cedar City Branch between Milford and Lund.		50
<b>Farrier</b>			<b>Milford</b>		
Between M.P. 394.0 and 394.2.	60	45	Between M.P. 576.3 and 576.4.	50	35
Between M.P. 394.6 and 395.9.	35	30	Between M.P. 576.5* and 576.7 (See Note).	20	20
Between M.P. 397.5 and 398.6.	40	30			
<b>Hoya</b>					
Between M.P. 403.7 and 419.7.	35	30			
<b>Carp</b>					
Between M.P. 425.4 and 426.2.	55	40			
Between M.P. 427.9 and 428.2* (See Note).	55	40			

Note—Reduce Speed\* or Resume Speed\*\* signs placed to left of track.

**PROVO SUBDIVISION**

WESTWARD ↓		Time-Table No. 47 May 1, 1972		EASTWARD ↑		SPEED RESTRICTIONS		MPH
LENGTH OF SIDINGS		STATIONS		MILE POST	RULE 6(B)	LOCATION		
CARS	FEET							
		DN-R	<b>NORTH YARD</b> YL	35.3	FPTY	Maximum speed.		40
			0.7			Between Geneva and Sandy.		30
			<b>GRANT TOWER</b> YL	36.0	IP	<b>Lynndyl</b>		
			2.4			Between M.P. 665.7 and 666.0.		15
			<b>D. &amp; R. G. W. CROSSING</b> YL	38.4	A	Between M.P. 666.0 and 667.3.		20
			1.3			Between M.P. 676.4 and 677.7.		20
			<b>D. &amp; R. G. W. CROSSING</b> YL	39.7		Between M.P. 677.7 and 686.2.		25
			1.3			Between M.P. 691.8 and 694.4.		25
69	3956		<b>HUSLERS</b> YL	41.0		<b>Nephi</b> (See Note)		
			2.6			City Limits, between M.P. 710.0 and 711.8**.		20
37	2227		<b>MURRAY</b> YL	43.6		Between M.P. 732.6 and 733.5.		25
			0.6			<b>Provo</b>		
28	1714		<b>PALLAS</b> YL	44.2		Between M.P. 751.8 and 758.5.		20
			4.7			<b>Geneva</b>		
89	5072		<b>SANDY</b> YL	48.9		Over Road Crossings in Steel Plant.		15
			4.5			<b>Pleasant Grove</b>		
37	2229		<b>DRAPER</b> YL	782.9		City Limits, between M.P. 762.9 and 764.0.		20
			7.4			<b>American Fork</b>		
63	3667		<b>MOUNT</b> YL	775.5		City Limits, between M.P. 765.6 and 767.5.		20
			4.5			<b>Lehi</b>		
63	3657		<b>CUTLER</b> YL	771.0		City Limits, between M.P. 768.7 and 771.1.		30
			1.5			Sugar Factory Trackage west of stockyards.		5
		D	<b>LEHI</b> YL	769.5		<b>Cutler</b>		
			3.0			Between M.P. 773.4 and 778.1.		25
40	2354	D	<b>AMERICAN FORK</b> YL	766.5		Between M.P. 780.8 and 782.7.		25
			3.0			<b>Sandy</b>		
			<b>PLEASANT GROVE</b> YL	763.5		Between M.P. 49.0* and 46.2 (See Note).		30
			2.2			<b>Atwood</b>		
			<b>PIPEMILL</b> YL	761.3		Midvale Smelter Trackage.		12
			3.3			Between M.P. 46.2 and 40.3.		20
		D	<b>GENEVA</b> YL	758.0	P	<b>Huslers</b> (See Note).		
			0.7			Between M.P. 40.3* and Salt Lake City.		15
			<b>D. &amp; R. G. W. CROSSING</b> YL	757.3	A	<b>Salt Lake City</b>		
			4.6			When pushing cars between Fifth North and Twenty-First South Streets.		5
		DN-R	<b>PROVO</b> YL	752.7	FPT	Between Second South and Ninth South Streets.		12
			4.7			All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.		
			<b>SPRINGVILLE</b> YL	748.0	P			
			3.6					
25	1570	D	<b>SPANISH FORK</b> YL	744.4	P			
			7.6					
95	5420		<b>PAYSON</b> YL	736.8	P			
			14.8					
108	6129		<b>STARR</b> YL	722.0	P			
			11.2					
108	6108	D	<b>NEPHI</b> YL	710.8	PY			
			14.5					
108	6135		<b>JUAB</b> YL	696.3	P			
			15.2					
108	6138		<b>PARLEY</b> YL	681.1	P			
			15.2					
			<b>LYNNDYL</b> YL	665.9	PY			
			(135.1)					

**ADDITIONAL STATIONS**

Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
<b>Provo Subdivision</b>				
Officer .....	38.9	67	Both	East
Burton .....	39.5	15	Both	East
Atwood .....	45.9	13	West	West
		10	West	West
Rideout .....	778.0	5	East	East
Hardy Beet Spur....	761.8	25	West	East
Western Warehouse Spur .....	761.5	28	West	West
Bonnie .....	760.3	4	West	East
Bunker Spur .....	759.9	14	East	East
Clyde .....	759.4	12	West	West
Gatex .....	756.1	Industrial Spur	East	West
Ironton Spur .....	751.1	1.2 Mi.	East	West
Benjamin .....	741.6	20	Both	West
Mills .....	689.3	15 P	East	West
Uisco .....	676.3	9 P	East	West

On single track, except in CTC territory, eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

**CLEARANCE REQUIREMENTS**

Trains to or from Second Subdivision need not receive clearance at Lynndyl.  
 Westward Provo Subdivision trains must receive authority from train dispatcher to leave North Yard.  
 Eastward Provo Subdivision trains must receive authority to enter North Yard from train dispatcher before leaving Huslers.  
 Note — Reduce Speed\* and Resume Speed\*\* signs placed to left of track.

WESTWARD ↓			CEDAR CITY BRANCH			EASTWARD ↑			WESTWARD ↓			IRON MOUNTAIN BRANCH			EASTWARD ↑					
LENGTH OF SIDINGS			Time-Table No. 47 May 1, 1972			MILE POST			SECOND CLASS 418			LENGTH OF SIDINGS			Time-Table No. 47 May 1, 1972			MILE POST		
CARS	FEET	SECOND CLASS 417 Daily Except Sat. & Sun.	STATIONS						RULE 6(B)			CARS	FEET	STATIONS						
162	9101	10.00AM	R	<b>LUND</b> YL	0.0	A	1.45PM	PY				D	<b>IRON SPRINGS</b> YL	0.0						
				9.4									4.5							
115	6341	10.20		<b>AVON</b>	9.4		1.27						<b>DESERT MOUND</b>	4.5						
				10.9									6.4							
		10.45	D-R	<b>IRON SPRINGS</b> YL	20.3		1.05	PY					<b>COMSTOCK</b>	10.9						
				12.2									4.0							
Loop 40	2246	A11.20AM	D-R	<b>CEDAR CITY</b> YL	32.5		12.30PM	P					<b>IRON MOUNTAIN</b> YL	14.9						
				(32.5)									(14.9)							
								Daily Except Sat. & Sun.												

  

WESTWARD ↓			PIOCHE-PRINCE BRANCHES			EASTWARD ↑			WESTWARD ↓			MEAD LAKE BRANCH			EASTWARD ↑				
LENGTH OF SIDINGS			Time-Table No. 47 May 1, 1972			MILE POST			LENGTH OF SIDINGS			Time-Table No. 47 May 1, 1972			MILE POST				
CARS	FEET		STATIONS						RULE 6(B)			CARS	FEET	STATIONS					
200	11150		D	<b>CALIENTE</b>	0.0			PY				D	<b>MOAPA</b>	0.0					
				14.5									10.2						
26	1460			<b>PANACA</b>	14.5								4.6						
				18.2									4.6						
				<b>PIOCHE</b>	32.7			Y					1.9						
				6.5									1.9						
				<b>CASELTON</b>	6.5								<b>MEAD LAKE</b>	16.7					
				2.1									(16.7)						
3	179			<b>PRINCE</b>	8.6														
				(41.3)															

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 417 is superior to No. 418—See Rule 72.

**CLEARANCE AND REGISTER REQUIREMENTS**

Trains to or from Third Subdivision need not receive clearance at Lund, Caliente or Moapa.  
 Trains to or from Iron Mountain Branch need not receive clearance at Iron Springs or Lund, and need not register at Iron Springs.

Movements on Pioche-Prince Branches are governed by staff system. Staff located in staff box near telegraph office door, Caliente. See Special Rule 300(R).

Movements on Mead Lake Branch are governed by staff system. Staff located in staff box on west leg of wye at Moapa. See Special Rule 300(R).

**SPEED RESTRICTIONS**

LOCATION	MPH
<b>Cedar City Branch</b>	
Maximum Speed.	40
Between M.P. 0.1 and 0.4.	20
Between M.P. 20.4 and 20.8.	30
Between M.P. 22.3 and 22.4.	30
Between M.P. 23.4 and 23.7.	30
Between M.P. 27.5 and 27.9.	30
Between M.P. 29.7 and 29.9.	30
Between M.P. 30.7 and 30.8.	30
Between M.P. 31.5 and 31.6.	20
Cedar City Loop Track.	10
Cedar City, oil track No. 12, Commissary spur and freight house lead.	5
<b>Iron Mountain Branch</b>	
Maximum Speed.	25
Between M.P. 0.0 and 1.2.	20
Between M.P. 5.50 and Iron Mountain.	15
<b>Pioche Branch</b>	
Between M.P. 0.0 and 17.0.	25
Between M.P. 17.0 and 22.5.	10
Between M.P. 22.5 and 32.7.	20
<b>Prince Branch</b>	
Between M.P. 0.0 and 7.5.	10
Between M.P. 7.5 and 8.7.	5
<b>Caselton Spur</b>	
Maximum Speed.	25
Between M.P. 1.6 and 2.3.	20
Between M.P. 5.0 and 6.7.	10
Between M.P. 7.0 and 9.0.	20

**ADDITIONAL STATIONS**

Location	Mile Post	Car Capacity, Etc.	Switch Connections	Grade Descending
<b>Cedar City Branch</b>				
Stock Yards .....	29.9	Stock Spur 0.5 Mi.	West	East
<b>Mead Lake Branch</b>				
Arrowhead .....	3.3	17	West	East
Amber .....	9.5	4	East	West
Glassand .....	13.7	21	West	West

WESTWARD			CACHE VALLEY BRANCH		EASTWARD		
LENGTH OF SIDINGS		SECOND CLASS	Time-Table No. 47 May 1, 1972		MILE POST	SECOND CLASS	RULE
CARS	FEET	303	STATIONS			304	6(B)
		Daily Except Sunday					
		5.30AM	DN-R	CACHE JCT. YL	0.0	A 12.10PM	PY
34	1883	5.55		MENDON 8.6	8.6	11.52AM	
18	1023	6.15		WELLSVILLE 5.2	13.8	11.40	
22	1224	6.30		HYRUM 3.8	17.6	11.28	
12	671			HOLT 2.6	20.2		
42	2311	6.55	D	LOGAN 3.9	24.1	11.10	Y
17	944			GREENVILLE 2.3	26.4		
16	911	7.22		SMITHFIELD 5.1	31.5	10.50	
30	1692	7.45	D	RICHMOND 5.9	37.4	10.35	
				LEWISTON (Spur) 4.1	41.5		
30	1699	8.25		FRANKLIN 2.3	43.8	10.20	
23	1301	8.35		WHITNEY 4.2	48.0	10.08	
23	1319	A 9.30AM	D-R	PRESTON YL	50.8	10.00AM	Y
				(50.8)		Daily Except Sunday	

WESTWARD			MALAD BRANCH		EASTWARD		
LENGTH OF SIDINGS		SECOND CLASS	Time-Table No. 47 May 1, 1972		MILE POST	SECOND CLASS	RULE
CARS	FEET	311	STATIONS			312	6(B)
		Daily Except Sunday					
115	6519	6.30AM	D-R	BRIGHAM CITY YL	0.0	A 1.15PM	PY
48	2643	6.45		CORINNE 5.6	5.6	12.57	
26	1469	6.57		FORD 5.9	11.5	12.45	
26	1457	7.02		CROPLEY 2.2	13.7	12.40	
43	2409	7.15	D	TREMONTON YL	17.8	12.30	
20	1147	7.30		GARLAND 4.1	19.8	12.20	Y
19	1085	7.46		FIELDING 2.0	25.0	12.05PM	
19	1091	A 9.15AM	D-R	MALAD YL	51.5	11.01AM	Y
				(51.5)		Daily Except Sunday	

WESTWARD			SYRACUSE BRANCH		EASTWARD		
LENGTH OF SIDINGS		SECOND CLASS	Time-Table No. 47 May 1, 1972		MILE POST	SECOND CLASS	RULE
CARS	FEET	311	STATIONS			312	6(B)
		Daily Except Sunday					
			DN	CLEARFIELD YL	0.0		PXY
				D. & R. G. W. CROSSING YL	0.3		I
				FREEPORT CENTER YL	0.4		Y
				BARNES YL	2.1		
				(2.1)			

SPEED RESTRICTIONS	
LOCATION	MPH
<b>Cache Valley Branch</b> Maximum Speed.	40
Between M.P. 7.5 and 9.0.	35
Between M.P. 13.6 and 13.9.	15
Between M.P. 13.9 and 17.7.	35
Between M.P. 17.7 and 18.0.	15
Between M.P. 18.0 and 24.0.	35
<b>Logan</b> Anderson Coach Spur.	4
Between M.P. 25.6 and 25.7.	35
Between M.P. 31.1 and 32.6.	35
Between M.P. 37.4 and 39.9.	35
Between M.P. 42.9 and 44.0.	25
Between M.P. 44.6 and 51.1.	35
<b>Malad Branch</b> Maximum Speed.	40
Between M.P. 1.0 and 1.5.	30
Between M.P. 3.6 and 3.9.	30
Between M.P. 5.2 and 6.5.	30
Between M.P. 11.7 and 12.1.	30
Between M.P. 27.0 and 27.9.	30
Between M.P. 29.3 and 29.9.	30
Between M.P. 34.9 and 35.1.	30
Between M.P. 42.4 and 42.7.	30
Between M.P. 48.4 and 50.2.	30
<b>Syracuse Branch</b>	10
<b>Clearfield</b> Freeport Center Area.	10
Freeport Center Wye.	8
<b>Little Mountain Branch</b>	25

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

ADDITIONAL STATIONS				
Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
<b>Cache Valley Branch</b>				
Logan Sugar Factory Spur .....	21.7	1.0 Mile	East	Level
Mill Spur .....	44.4	12	West	East

WESTWARD		LITTLE MOUNTAIN BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 May 1, 1972		MILE POST	RULE
CARS	FEET	STATIONS			6(B)
105	5938	HOT SPRINGS 13.3		0.0	PY
		LITTLE MOUNTAIN (13.3)		13.3	

Movements on Little Mountain Branch are governed by staff system. Staff is located in staff box near wishbone of wye, Hot Springs. See Special Rule 300(R).

## SPECIAL RULES — ALL SUBDIVISIONS

### Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:  
Ball "Official Railroad Standard";  
Ball "Automatic Trainmaster" model;  
Bulova "Accutron-Railroad Approved" model, including Calendar model;  
Elgin "B. W. Raymond" model;  
Hamilton electric "Railroad Special";  
Longines Model "T-905" Railroad Watch;  
Longines "Ultra-Chron Railroad Watch".

### Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (I), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

### Markers

19 (R). Referring to Rule 19 (B). Reflectorized metal flags may be used as markers.

### Blue Flag Protection at P.F.E. Icing Platforms

26 (R). At Ogden, mechanical blue flag protection is in service at P.F.E. icing platforms. When blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

### Clearances

97 (R). Within CTC territory, assigned locals, turn-around locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

### Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99 (J) is in effect on all branch lines. This does not include the Provo Subdivision.

### Switches

104 (R). With the exception of locations shown in Special Rules for each subdivision, No. 14 turnouts are installed at all dual control switches in CTC territory.

Other switches equipped with No. 14 turnouts are indicated by figure "14" on switch targets.

### Train Order Signals

221 (R). On branch lines, lights will not be kept burning at night in train order signals.

### Operation Under Staff System

300 (R). Staff system will be used for operation of trains on branch lines specified in the time-table.

Where staff system is in effect, the following will apply:

Trains or engines must not occupy branch unless they are in possession of the staff, which must be secured by the Conductor

Continued on opposite side.

### 300 (R). Continued.

and be delivered to the Engineer, who must retain the staff until all movements on the Branch are completed.

Possession of staff will authorize train to move in either direction on the designated Branch without Timetable, Train Order, or Clearance Authority; and protection of train in accordance with Rule 99, is not required.

After movements on the Branch are completed, staff must be returned to staff box, box must be locked, and Train Dispatcher notified.

### Cabooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked when leaving caboose at terminal or when caboose is to be left unattended for extended period of time while enroute.

### Inspection of Trains

715 (R). Referring to Rule 715 (B). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employees.

### Riding on Freight Trains

721 (R). Employees holding "Identification Certificate — U.P.R.R. Co." and traveling on company business, may ride on freight trains between stations at which the train stops.

### Switching Cars

804 (R). Except in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (S). When placing cars at rail trailer facilities or auto ramps, cars must be coupled and sufficient hand brakes must be applied on cars on both ends of track to prevent movement.

### Handling Cars With Air Brakes

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

### Empty Tank Cars

807 (R). Empty tank cars must not be removed from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

### Continuous Welded Rail Trains

809 (R). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

Continued on Page 14.

809 (R). Continued.

*When Loaded*

Maximum speed when loaded:

On unrestricted track - 40 MPH;

On restricted track - 20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts - 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

*When Empty*

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

**Position of Cars in Trains**

809 (S). DODX flat cars 39095-31199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

Instruction and exhibition cars 200-209 must be handled in rear of train only.

809 (T). The following tank cars are in service for movement of phosphorous from points in Idaho to various destinations.

MONX 23000 Series, gross weight, loaded, 414,000 lbs.

MCPX 23000 Series, gross weight, loaded, 414,000 lbs.

FMLX 19000 Series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

*When Loaded With Phosphorus:*

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 220,000 pounds by not less than three cars of a gross weight not exceeding 220,000 pounds. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from the locomotive and from any other car exceeding 263,000 pounds gross weight by not less than three cars of a gross weight not exceeding 263,000 pounds.

*When Loaded With Phosphorus or with Water Ballast:*

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (U). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from engine or occupied caboose.

Continued on opposite side.

809 (U). Continued.

Cars placarded "Caution-Residual Phosphorus" may be handled at any location in train, except that they must not be nearer than the sixth car from engine or occupied caboose.

809 (V). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

809 (W). Modular housing units on flat cars must be entrained not less than five cars behind the engine. If practicable, such cars must be entrained ahead of open top cars containing coal, coke, sand, pumice or other abrasive materials. If this cannot be done, such cars must be entrained not less than five cars behind any open top car containing abrasive material.

**Units Dead in Train**

809 (X). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units of the above types dead in train.

**Helper Engines**

809 (Y). On freight trains, when helper is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Rule 809 or cars listed in Special Rule 809 (S). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

**Hot Box Detectors**

812 (R). Referring to Rule 812 (C). Hot box detectors are located as follows: With readout at Salt Lake City.

Milepost	Milepost	Milepost
751.0	623.4	520.8
729.7	604.6	423.0
703.3	583.5	388.2
670.9	566.4	353.1
644.0	546.5	

**Riding on Engines**

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

**Unattended Locomotives**

871 (R). Exception to Rule 871 (A) is in effect at all points on Utah Division.

**Engine Service**

876 (R). Referring to Rule 876. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

**Track Restrictions**

899 (S). Diesel locomotives, other than yard switcher or EMD 1870-1877, are not permitted to operate on tracks where curvature exceeds 22 degrees.

In handling hydrocushion cars on industrial tracks where curvature is 30 degrees or greater, movement is restricted to single car and unit.

899 (T). Engines must not go on any industrial trestle.

**Air Brake Rules**

1001 (R). Hostlers must know, before moving an engine, that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine consist, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

The following additional rules and instructions also apply to movement of light engines, particularly around engine houses and servicing facilities:

1. Safety control feature must be cut in.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in "Emergency" position, which will automatically reduce engine speed to "Idle."

1030 (R). Air Brake Rule 1030 (D) is cancelled.

1039 (R). Certain foreign line units operating jointly with Union Pacific are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, locomotive brakes must be released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

1042 (R). The following will govern the use of retaining valves.

When, in the judgment of the conductor or engineer the use retaining valves is necessary to control the train properly, retaining valves must be used at any point.

A speed of 20 MPH must not be exceeded at any point when retaining valves are in use.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train, with retaining valves on all loads in Heavy Holding position.

1042 (S). On trains which are fully equipped with remote control retaining valve equipment, including caboose with operative retainer line air pressure gauge, remote control retaining valves may be used in lieu of manual retaining valves.

On engines equipped for remote control retaining valve operation, engineer's station is provided with retainer line air pressure

Continued on opposite side.

1042 (S). Continued.

gauge, a charging valve equipped with cut-out cock and a globe type release valve. To charge the retainer line, the release valve must be closed and charging valve must be opened.

Caboose equipped for remote control retaining valve operation are provided with a retainer line air pressure gauge, and cut-out cock at each end of the caboose. Cut-out cock at rear of caboose must be closed before attempting to charge retainer line. Approximately 5 minutes is required to charge retainer line to 45 lbs. pressure, or to deplete retainer line to discontinue operation of retaining valves.

When retaining valves are placed in service by remote control, sufficient time must be allowed to charge retainer line before entering retaining valve territory. When retainer line is charged to at least 45 lbs. pressure as indicated on retainer line caboose gauge, rear trainmen must notify engineer. If engineer does not receive such notification, train must not enter territory where use of retaining valves is required until he is advised caboose gauge indicates required pressure, or retaining valves are manually placed in holding position.

When use of remote control retaining valves is discontinued, charging valve must be closed and release valve opened on engine.

While remote control retaining valves are in operation, if an emergency application of air brakes occurs from any source, or pressure in retainer line drops below 30 lbs. as indicated on gauge on caboose, train must be stopped and all retaining valves must immediately be placed in holding position manually before releasing automatic air brakes. Retaining valves must be left in manual operation until point is reached where their use is not required.

When remote control retaining valves are to be used and train is not required to stop, a speed of 8 MPH must not be exceeded over the crest of grade.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048(E) in any way.



**1066 (R).** When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030 (B) or 1044 (B).

#### Mechanical Instructions

**1090 (R).** If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine should be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

**1090 (S).** Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

**1090 (T).** When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

**1090 (U).** To avoid damage to traction motors and failures thereof, when diesel freight locomotives consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest minimum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short time ratings may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

### SPECIAL RULES — SALT LAKE CITY TERMINAL AREA

#### Use of Signals

**7 (R).** Referring to Rule 7(G). At Salt Lake City, herders, as well as switch tenders, will use yellow flag by day and yellow light by night in giving hand signals.

#### Use of Engine Bell

**30 (R).** Salt Lake City ordinance reads as follows:

"It shall be unlawful for any person or persons employed on a locomotive to fail to ring bell continuously on such locomotive while in motion in the inhabited portions of the city."

#### Cars or Loads of Excess Dimensions

For all cars (both loads and empties) which have overall dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific cars. The codes involve the use of a number and a letter in coordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated:

- 1-A Protect against other loads over 12 feet wide, also all loads and equipment having a width of over 12 feet due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2-B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3-C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4-D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5-E Separate this load from locomotive or any other heavy load exceeding 177,000 pounds gross weight, by at least three cars not exceeding 177,000 pounds gross weight each.
- 6-F Load must be placed on carrying car so that all axles are equally loaded.
- 7-G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8-H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9-I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10-J Do not detour via team tracks Nos. 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11-K Keep off tracks under train sheds and adjacent to umbrella sheds at Salt Lake City.
- 12-L Deleted.
- 13-M Cars are of standard dimensions for the State of Utah but high and/or wide in States of California and Nevada.
- 14-N Cars are of standard dimensions for the State of Idaho but high and/or wide in States of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in Code 1-A through 14N.

It must be fully understood that there is to be no change in the present method of issuing train orders for excess dimension cars.

#### Joint Operation With Western Pacific

**81 (R-1).** Joint operation of Union Pacific and Western Pacific Railroads is in effect between W.P.-U.P. Junction (10th West Street), Salt Lake City, and the station of Smelter, M. P. 766.4, Second Subdivision. All Second Subdivision Trainmen and Enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

#### Movements in Yards

**93 (R).** At Salt Lake City, between Second South and Ninth South Streets, all trains and engines must proceed prepared to stop short of train, engine, obstruction or switch not properly lined and a speed of 12 MPH must not be exceeded.

Between sunset and sunrise, a flashing yellow light must be displayed at both ends of a car or cut of cars left standing on Third West Street.

**93 (S).** At Salt Lake City, movements may be made against the current of traffic as follows:

Between Fifth North Street and end of double track near Second North Street, when authorized by switchtender at Fifth North Street;

Between Fifth North Street and Seventeenth North Street, when authorized by the yardmaster;

On westward track only, between yard limit sign near MP 32 and Seventeenth North Street, when authorized by the train dispatcher;

On eastward track between Seventeenth North Street and Signal 330, on signal indication after authority has been obtained from the train dispatcher.

All movements against the current of traffic must be made at restricted speed.

#### Use of D.&R.G.W. Trackage at Salt Lake City

**93 (T).** While using D.&R.G.W. tracks, employees will be under supervision of D.&R.G.W. supervisors, and will be governed by the following rules:

D.&R.G.W. Rule 11. In non ABS territory, a train or locomotive finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

In ABS or CTC territory, a train or locomotive finding a fusee burning on or near its track, must promptly reduce to restricted speed and then proceed at restricted speed for a distance of one-half mile.

D.&R.G.W. Rule D-11: A fusee will not apply to the main track on which a train is running, if displayed beyond the first rail of adjoining main track.

D.&R.G.W. Rule 15. The explosion of two torpedoes is a signal to proceed at reduced speed looking out for flagman for one mile and is to be acknowledged by two short blasts of the engine whistle. The explosion of one torpedo will indicate the same as two, but the use of two is required.

D.&R.G.W. Rule 93. Yard limits will be indicated by yard limit signs and designated in the time-table.

Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

Within yard limits the main track may be used without protecting against second class, extra trains and locomotives.

All except first class trains must move within yard limits at reduced speed, unless the track is seen or known to be clear.

D.&R.G.W. Definitions: Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 15 miles per hour.

Reduced Speed—A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

D.&R.G.W. Special Rule 17-T. All freight trains, switch and light locomotive movements, including deliveries between UP North Yard, and D&RGW Roper, will, unless otherwise provided, use the two running tracks extending from D&RGW main track, Subdivision 7, between 1st North Street and North Temple Street to 21st South Street, Roper.

Between crossover leading to WP connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all

Continued on opposite side.

**93 (T).** Continued.

trains, switch, light locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by yardmaster or on signal indication. Grant Tower operator will obtain authority from yardmaster before positioning signals for reverse movements.

D.&R.G.W. Special Rule 19-L:

Unless otherwise instructed, track assignments SLUD are as follows:

D&RGW Passenger trains .....Track No. 3  
UP interchange deliveries .....Any track  
other than No. 3, or as directed by Yardmaster.

Trains, yard engines, light engines and others using SLUD tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLUD track just east of 1st South Street will be left lined for Fence track.

D.&R.G.W. Special Rule 19-R:

Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

UP engines, returning — 1 long, 1 short.

**93 (U).** Union Pacific crews entering D&RGW tracks at Roper Yard must stop at head-in speaker, Twenty First South Street, and obtain track on which to yard delivery. After yarding their delivery, they must immediately cut engine off and contact yardmaster in east tower for return movement.

#### Railroad Crossings and Junctions

**98 (R-1).** Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
North Salt Lake. (M.P. 31.3)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Becks. (M.P. 32.9)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Salt Lake City. (First South and 10th West Streets)	W.P.		CTC Signals.
Salt Lake City. (Between So. Temple and First South St. on Fourth West St.)	D.&R.G.W.		Manual Interlocking.
Salt Lake City. (M.P. 37.8, M.P. 38.0, Second Sub.)	D.&R.G.W.		Automatic interlocking. Special Rule 612 (R).
Salt Lake City. (Between Eighth and Ninth South Streets on Fourth West St., Utah Junk Spur)	D.&R.G.W.	D.&R.G.W.	D.&R.G.W. trains do not stop. U.P. engines stop and line derail. Operating Rule 98 (A).
Salt Lake City. (M.P. 38.4, Provo Subdivision)	D.&R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.
Near Burton. (M.P. 39.7, Provo Subdivision)	D.&R.G.W.	U.P.	Gate. Operating Rule 613.
Salt Lake City. (Third West Street and Van Buren Ave.)	D.&R.G.W. (2 tracks)	D.&R.G.W.	Gates. Special Rule 98 (S)
Midvale	D.&R.G.W.		Stop Signs. Operating Rule 98 (A).

**98 (S).** Third West extension at Van Buren Avenue crosses two D.R.G.W. tracks protected by gates which are normally lined against Union Pacific movements. Union Pacific movements must stop at Stop sign and if no conflicting movement on D.&R.G.W. tracks a member of crew must secure both gates against D.&R.G.W. movements. After movement over crossing has been completed, both gates must be restored to normal position.

98 (T). At North Salt Lake and Becks, before movement in either direction may be made over D.&R.G.W. main track, member of crew must communicate with D.&R.G.W. dispatcher at Salt Lake City. After electric locks have been released by dispatcher, both D.&R.G.W. switches must then be hand operated and train or engine may proceed on signal indication.

At North Salt Lake, normal position of switch from Cudahy spur to Beeline spur is for Beeline spur. This switch is equipped with mechanical lock which will release when switch from D.&R.G.W. main track to Cudahy spur is reversed.

When restoring switches to normal position, switch to Beeline spur must be lined to normal position before D.&R.G.W. main track switch is restored to normal position.

Lunar indication on dwarf signal authorizes movement from Cudahy spur to Beeline spur. Yellow indication on dwarf signal authorizes movement from Cudahy spur to D.&R.G.W. main track.

When communication fails, or when dispatcher is unable to release electric locks, crews will be governed by instructions posted in telephone booth and by Operating Rule 613.

**Public Crossings**

103 (R). At Salt Lake City, while trains are passing on opposite track, switching movements between Second South and Eighth South Streets on Third West Street must stop and stand clear of street crossings.

At Salt Lake City, on running track between Sixth North and Thirteenth North, speed of 10 MPH must not be exceeded over road crossing into rip track area, keeping careful lookout for vehicular traffic.

On Third West extension, yard movements must stop at Thirteenth South and Seventeenth South Streets and a member of crew must protect movement over the crossing.

At Becks, when using lead to auto unloading facility a member of crew must protect vehicular traffic when crossing Frontage Road.

103 (S). When signal governing movement through Grant Tower interlocking is at Stop, eastward Second Subdivision trains must stop clear of Eighth West Street until authorized to proceed.

**Switches**

104 (S). Switches will be set normally at:

- Becks —Switch from advance track to Standard Oil Company crossover, for the crossover.
- Utah Oil Field —Switch west end Track 5, for lead.
- North End West Yard —North switch of West 16 track, for West 16 track. Other hand operated switches on West lead, to and including New Yard lead switch, for West lead.
- Pole - West Yard —Switch from West 8 to lead, for West 8. Switch from lead to West 7, for West 7.
- North end East Yard —All switches on East lead from Bunjer Switch to 17th North, for East Lead.
- South end West Yard —All switches on West 16, for West 16. Switch from lead to West 15, for West 15.
- South end Coach Yard —Switch from Coach yard run-around to engine lead, for engine lead.
- General Brewing Company spur —Switch from General Brewing Company spur to Mountain Fuel Supply, for Mountain Fuel Supply.

Continued on opposite side.

104 (S). Continued.

North End Freight House —Switch South end 5 Lead, for Freight House Lead.

Keyser Lead —Salt Lake Stamp Co. switch, for Keyser Lead.

Morrison & Merrill Lead —Switches both ends ice house, for lead.

104 (T). At North Yard, before shoving or switching cars into East No. 1 track from south end the following will govern:

If movement is from East Lead, No. 9½ switch must be lined for Track 9½.

If movement is from West Lead, East No. 2 switch must be lined for East No. 2 track.

A member of crew must remain in vicinity of switch on respective leads to protect movement out of East No. 1 track.

Before performing switching movements on East Lead, it must be known that East No. 12 switch is lined for Track 12. Any crew using this switch must leave it lined for No. 12 track.

104 (U). At Salt Lake City, all trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street crossover, unless proceed signal is received from Fifth North switchtender.

All trains and engines moving to diesel shop or tracks in North Yard from points south of Fourth North Street on passenger main tracks must stop to clear Fourth North Street unless proceed signal is received from switchtender at Fifth North Street.

**Switch Point Indicator**

240 (R). No. 10 spring switch is in service at end of double track, M.P. 35.94 just North of Second North Street.

Color light switch point indicator governing facing point movements over spring switch will display indications as follows:

GREEN: Spring switch is properly lined for westward main track movement.

RED: Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.

**Centralized Traffic Control System**

266 (R). Yard movements on Passenger Line must not pass Signal 7829 at Eighth South Street until verbal permission is received from dispatcher. When authorized by Train Dispatcher and CTC Signal indication, yard engine movements may be made in CTC territory between Eighth South Street and Buena Vista on Passenger Line and between Grant Tower and Buena Vista on Freight Line without receipt of clearance.

**Automatic Interlocking**

612 (R). At D.&R.G.W. Crossings, M.P. 37.8 and M.P. 38.0 Second Subdivision, when a train or engine has moved over crossing and has cleared interlocking limits, if it is necessary to make a reverse movement over crossing, member of crew must depress push button located in box on home signal hold for five seconds, then release to receive signal indication for movement over crossing.

**Movements at Pioneer**

804 (T). At Pioneer, engines must not pass south loading rack at Pioneer Pipe Line without permission from Pioneer Pipe Line employe in charge of loading facility. Caboose must not be handled past either loading rack.

**Switching Cars with Operative Air Brakes**

806 (S). Yard crews operating south of Fourth South Street, handling cuts of 3 or more cars over an uninterrupted distance of one mile or more, must have air brakes cut in and operative on all cars. Crew must couple air, make air test required by Air Brake Rule 1030 (H), and must bleed cars in their cut on arrival South Yard, as well as cars set out enroute.

806 (T). Air brakes must be cut in and operative on all cars being handled at following locations:

Pioneer —Industrial area including Trumbull Asphalt spur and Fry Roofing spur.

North Salt Lake —Bee Line spur.

Salt Lake City —Utah Sand & Gravel plant; Salt Lake Auto Auction spur.

Buena Vista —Learner-Pepper spur.

Midvale —Valley Material slag loading track; Flotation Mill highline.

Not more than eight cars may be handled to or from Flotation Mill highline at Midvale.

**Use of Hand Brakes**

806 (U). In addition to complying with Operating Rule 806 (A), hand brakes must be applied on cars as follows:

Location	Minimum Requirements
Utah Oil Field	—Not less than four hand brakes must be applied on north end of each track. Crews switching against cars on these tracks must know that brakes are applied.
Salt Lake City South Yard	—Not less than four hand brakes must be applied on each cut of cars left in South Yard. This includes No. 7 lead, all tracks in classification yard, and all transfer tracks.
Salt Lake City Freight House Area	—At least one hand brake must be applied on north end of cars left standing on ¾ track, No. 5 lead, house lead, and on house tracks 1 and 2.
Becks	—Hand brakes must be set on all cars left standing south of derail on ¾ track at material pile.
	—Not less than two hand brakes must be applied on each end of each cut at trailer ramp.

**Track Restrictions**

899 (R-1). Unless specifically authorized, units of 5000 HP or more must not be operated on industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted on:

Murray . . . Gibbons & Reed spur, over under-track hopper.

Salt Lake Terminal area and Pioneer Industrial area have a number of curves in excess of 16 degrees. Before moving or switching on these industrial tracks, it must be known that curvature of track does not exceed maximum permitted.

List of all tracks in these areas that have curvature in excess of 16 degrees will be maintained in Terminal Superintendent's circular notice book and will be posted in Salt Lake Terminal area yard offices.

**Close Clearances**

900 (R-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at—
Midvale Spur	D.&R.G.W. overhead crossing	Side and Top.
Salt Lake City, 6th South St.	Viaduct	Top.
South Temple St.	Foot Viaduct	Top.
North Temple St.	Viaduct	Top.
M.P. 31.65	Viaduct	Top.

900 (S). Close clearance exists between two business car spurs, south end depot, Salt Lake City. Employes must not stand between these tracks and must not ride on side of cars moving into or out of these tracks.

900 (T). At Fry Roofing, drawbridge between Fry building and Trumbull building is located at third door from east end of Fry building. Before passing this location with engine or cars, or before coupling to cars on Fry track, an employe in plant must be notified and it must be known that drawbridge is clear for the movement.

**Air Brake Rules**

1005 (R). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches .....90 pounds

**SPECIAL RULES — FIRST SUBDIVISION**

**CACHE VALLEY, MALAD, LITTLE MOUNTAIN, AND SYRACUSE BRANCHES**

**Movements Under Rule 97 (B)**

97 (S). Rule 97 (B) applies to North Yard-North Salt Lake and North Yard-Woods Cross turns in addition to assigned zone or turn-around locals.

**Railroad Crossings and Junctions**

98 (R-2). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Syracuse Branch. (M.P. 0.3)	D.&R.G.W.	D.&R.G.W.	Manual interlocking controlled by D.&R.G.W. dispatcher.

**Flag Protection**

99 (S-1). On the Malad Branch, between 7 AM and 5 PM daily except Saturday and Sunday, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance the track is seen to be clear and whistle signal 14 (1) must be sounded frequently.

**Public Crossings**

103 (T-1). At S.P. Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and signal indication permits train to proceed to Cecil Jct.

103 (T-2). All trains and engines must stop and be preceded by flagman over the following public crossings and flagman must display lighted fusee at night:

Garland Sugar Factory—three tracks crossing highway.

**Switches**

104 (V-1). Following dual control switches in CTC territory are No. 10 turnouts:

East and West Bridge Jct.

M.P. 8.5, Clearfield Hold Signal—Cross-over between No. 1 and No. 2 main tracks.

No. 20 turnouts are located at:

East Clearfield—two cross-overs between No. 1 and No. 2 main tracks.

104 (V-2). Switches will be lined normally at:

Clearfield — Syracuse Branch switch and Storage yard lead switch, for old eastward siding.

**Sidings and Yard Tracks**

105 (R-1). At McCammon, crossover leading to storage track must not be left blocked with cars.

105 (R-2). At Cache Jct., westward siding extends from east switch near M.P. 47.6 to east crossover near depot. Eastward siding extends from west switch near M.P. 49.5 to west crossover at depot.

105 (R-3). At North Yard, First Subdivision trains entering west lead must obtain track number from yardmaster before passing West 16 switch.

**Controlled Block Signals**

240 (S). At S.P. Jct., when signals governing movement to Cecil Jct. do not display proceed indication when route is properly lined, a member of crew must communicate with switchtender at Cecil Jct. for instructions.

When call light on instrument house at S.P. Jct. is burning and governing signal displays Stop indication, member of crew must communicate with switchtender at Cecil Jct.

**Centralized Traffic Control System**

268 (R). Rule 268 applies at Lodjic and at Roy.

**Switching Cars with Air Brakes Operative**

806 (V-1). At Woods Cross, when making movements on Phillips Oil warehouse trackage, air brakes must be cut in and operative on all cars.

806 (V-2). At Freeport Center, when handling cars on north or south main switching leads west of D.&R.G.W. connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade, and at least one air brake must be cut in for each six loads.

**Use of Hand Brakes**

806 (V-3). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

**Location Minimum Requirements**

Freeport —Not less than 2 hand brakes must be applied on east end of all tracks in Classification Yard; not less than 4 hand brakes on east end of all tracks in West Yard; and not less than 5 hand brakes must be applied on south end of north main, south main, and west leg of wye.

Clearfield —Not less than two hand brakes must be applied on east end of cars standing on all yard tracks, including the old eastward and westward sidings.

**Track Restrictions**

899 (R-2). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted on the following tracks:

Kaysville —Deseret Mill and Elevator Spur over grain pit.

Malad —Beyond concrete slab installed on coal spur at Oneida County Grain Growers.

Franklin —Butters Coal Spur pit.

Lewiston —West end lime rock track.

Whitney —Over dump pit on highline at sugar factory.

Continued on Page 21.

899 (R-2). Continued.

Note: Referring to All Subdivisions Special Rule 899 (S): Curvature on following tracks is in excess of 16 degrees:

Woods Cross	—New Team Track*	22°
	—Phillips Oil Spur	17°30'
Kaysville	—Church Warehouse	20°
Clearfield	—Woods Cross Canning	17°24'
Hyrum	—Valley Rendering Spur*	20°
Logan	—Anderson Coach Spur	20°40'
	—Sears Warehouse	22°
Garland	—Sugar Factory Rock Track	20°
	—Wet Wash Track	20°

\*Only single unit permitted.

899 (S). EMD SD-45 units No's. 3600-3649 must not be operated on Malad Branch.

**Close Clearances**

900 (R-2). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Train shed and umbrella sheds at Ogden passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Continued on opposite side.

900 (R-2). Continued.

Location	Structure or Obstructure	Clearance of engine or Car is close at—
M.P. 22.43	Viaduct	Top.
M.P. 11.57	Overhead highway crossing	Side and Top.
M.P. 8.73	Overhead highway crossing	Top.
M.P. 1.08	Through plate girder bridge	Side.
Ogden	Union depot sheds	Side and Top.
Ogden, M.P. 0.14	24th St. Viaduct	Side and Top.
Hot Springs	Overhead highway crossing	Top.
M.P. 45.20	Tunnel	Side and Top.
M.P. 46.12	Rock cut	Side.
CACHE VALLEY BRANCH Logan	Shed, passenger depot platform	Side.

900 (U). At Smithfield, in spotting cars between warehouses on California Packing Corporation spur, it must be seen that drawbridge between buildings is raised.

**Air Brake Rules**

1005 (R-1). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches ..... 90 pounds

**Tonnage Rating for GP-9 type locomotives:**

Type	Numbers (Inclusive)	H.P.	Cache Junction to Logan	Logan to Whitney	Whitney to Preston	Preston to Cache Junction
EMD GP-9	130-349	Rd. Sw 1750	2425	2275	1250	2200

**SPECIAL RULES — SECOND SUBDIVISION**

**PROVO SUBDIVISION**

**FILLMORE BRANCH**

**Joint Operation With Western Pacific**

81 (R-2). Joint operation of Union Pacific and Western Pacific Railroads is in effect between W.P.-U.P. Junction (10th West Street), Salt Lake City, and the station of Smelter, M. P. 766.4, Second Subdivision. All Second Subdivision Trainmen and Enginemen and all Salt Lake yard crews must obtain a copy and have a copy with them while on duty of current Union Pacific-Western Pacific Joint Pamphlet governing operation between these points.

**Spacing Trains**

91 (R). On Provo Subdivision, between Atwood and Pipemill and between Provo and Lynndyl, trains in the same direction must be kept at least thirty minutes apart, except when closing up at stations.

**Yard Limits**

93 (V). Westward Provo Subdivision trains must obtain permission from dispatcher or Provo yardmaster before entering Provo Switching District at Pipemill yard limit.

**Railroad Crossings and Junctions**

98 (R-3). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Near Geneva. (M.P. 757.3)	D.&R.G.W.		Automatic interlocking with movable point frogs. Special Rule 98 (V).
Ironton (M.P. 0.67)	D.&R.G.W.	D.&R.G.W.	Interlocking. Special Rule 98 (U).
Garfield. (M.P. 767.1)	K.C.C.	U.P.	Semi-automatic interlocking. Operating Rule 613.

98 (U). At Ironton, before crossing D.&R.G.W. main track, authority must be obtained from D.&R.G.W. dispatcher. When D.&R.G.W. dispatcher has released electric lock, member of crew must operate lever controlling derails, and train or engine may then proceed on signal indication. After movement is completed, derails must be restored to derailing position, and D.&R.G.W. dispatcher notified.

98 (V). At Geneva, automatic interlocking M.P. 757.3, release section is located 500 feet east of westward interlocking home signal.

Westward trains occupying approach section of interlocking in advance of release section sign for a period of five minutes or more will automatically release interlocking, and home signals will change to Stop indication. To again clear home signal, westward trains will proceed into release section, and home signal should change to Proceed indication after interval of two minutes. If signal does not change in two minutes, Operating Rule 612 and instructions in signal case will govern, including hand operation of movable point frogs.

Westward U.P. trains or engines standing between switches at Geneva will cause signals to display Stop indication for D.&R.G.W. trains and opposing U.P. movements. To clear signals, west switch of Geneva siding must be lined for the siding.

Member of crew of single unit engine without cars or rail-detector car or operator of track car must place selector levers on movable point frogs in HAND position before using this crossing.

**Flag Protection**

99 (S-2). On the Fillmore Branch, between 7 AM and 5 PM daily except Saturday and Sunday, all trains must move at restricted speed approaching and moving on curves and where

Continued on opposite side.

99 (S-2). Continued.

view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance the track is seen to be clear and whistle signal 14 (I) must be sounded frequently.

**Public Crossings**

103 (U-1). All train and engines must stop and be preceded by flagman over the following public crossings and flagman must display lighted fusee at night:

- Lehi —Main highway crossing on Sugar Factory spur.
- Pleasant Grove —Main Street crossing on United Concrete Co. Spur.
- Hardy —Main highway crossing on beet spur.  
—Main highway crossing on Western Warehouse Spur.
- Bunker —Main highway crossing on spur track.
- Eureka —Main highway crossing on spur track.

103 (U-2). At Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shoved over this crossing, crossing must be protected by a member of crew.

**Switches**

- 104 (W). Switches will be set normally at:
  - Pipemill —Inside switch at clearance point of Pipemill lead, for movement between Pipemill lead and U.S. Steel Co.
  - Provo —All switches on West leg of wye, for West leg of wye.  
—East end Pipe Plant lead, for D.&R.G.W. Connection.
  - Warner —East lead T.V. yard, for T.V. main track.
  - Tintic —Wye on Eureka Branch, for Silver City Branch main track.  
—Wye on Silver City Branch for Eureka Branch main track.
  - Lynndyl —All switches on No. 1 track, for No. 1 track.
  - Milford —East and west switches on No. 1 track, for No. 1 track.

**Centralized Traffic Control System**

267 (R). At Milford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (S). At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

**Geneva Scale**

804 (U-1). At U.S. steel yard, Geneva, all trains will enter via track A-1 over weigh-in-motion scale. Engineers of inbound trains must control speed to pull entire train over scale at 3 to 4 MPH. If speed exceeds 5 MPH, spot lights on poles along track and on catwalk at Gate No. 2 will come on, as a signal that speed is excessive, and engineer must immediately reduce speed to 4 MPH.

All outbound trains must depart via track A-20.

**Electric Gate — Pipemill**

804 (U-2). Gate at entrance to pipe mill is electrically controlled. When necessary to enter pipe mill area, member of crew must call guard on intercom located near gate, giving his name and engine number, work to be performed and approximate time required.

When leaving the area, guard must be so advised.

If gate is closed when crew is ready to leave pipe mill area, call Geneva Plant, Extension 6264 and request that gate be opened.

**Use of Hand Brakes**

806 (W-1). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

Location	Minimum Requirements
Jericho	Hand brakes must be set on each car set out for ore loading.
Milford	Not less than four hand brakes must be applied on east end of train left standing on east or west drill track.
Provo	Not less than four hand brakes must be applied on west end of all yard tracks.
Clyde	Hand brakes must be set on each car set out.

**Switching Cars with Air Brakes Operative**

806 (W-2). Air Brakes must be cut in and operative on all cars handled between Provo, Ironton, Geneva and Pipemill yards.

At Cutler, when making movements on loading spurs serving General Refractories Company, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

At Bauer, when making movements on any track with loads below the engine, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

**Inspection of Trains**

811 (R). Westward Provo Subdivision trains handling coal in cars with friction bearings must stop and inspect such cars at Starr and Lynndyl.

Eastward trains handling ore in cars with friction bearings must stop and inspect such cars at Starr.

**Track Restrictions**

899 (R-3). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

- No engines are permitted on the following tracks:
  - Pleasant Grove —Plant trackage which connects to United Concrete Pipe Spur.
  - Hardy Beet Spur—Loading track beyond point 700 feet east of switch.
  - Provo —Pipe Plant Highline, beyond sign at underpass.
  - Nephi —Pit on track 1 at rubber plant.
  - Industrial Center —Coal unloading bin at heating plant building No. 15;  
—Track through thaw shed at Filtrol Corp.
  - Milford —Jefferson Coal spur, inside of gate.

Continued on opposite side.

899 (R-3). Continued.

Note: Referring to Rule 805 (D):

Curvature on following tracks is in excess of 16 degrees:

Industrial Center—Eaton Metal Spur	22°
—Gate City Steel	22°
—Deere & Company Spur	19°
—Turf Equipment Spur	34°
—Madsen Toy Spur	23°
—Souvall Brothers Spur	20°
—Western Electric Spur	24° 15'
—Overmeyer Warehouse	22°
—Stokermatic Spur	20°
Eureka —Runaway Track	21° 30'
Pipemill —Track 2	16° 40'
—Track 3	20°
Provo —Hide House & Spur	30°
—Texas Oil Spur	28°
—Auto Dock	30°
—South Track— Commercial Welding	16° 30'
Nephi —East Leg of Wye	19°

899 (T). At Tooele Army Depot, Warner, or Deseret Chemical Warfare Depot, Clover, when necessary to go beyond derail on stem of wye, member of crew must communicate with agent at Warner if he is on duty, or with train dispatcher in other cases, who will arrange for U.S. Government yardmaster to supervise the movement.

**Close Clearances**

900 (R-3). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of the industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or Cars is close at—
Redwood Road	Viaduct	Top.
Garfield	Overhead highway crossing	Top.
Lake Point	Overhead highway crossing	Top.
M.P. 751.27	Overhead highway crossing	Top.
Warner	W.P. overhead crossing	Top.
Eureka	Cars near derail on Hannifin Spur	Side.
M.P. 601.13	Bridge	Side.
<b>PROVO SUBDIVISION</b>		
M.P. 770.61	Viaduct	Top.
M.P. 769.25	Viaduct	Top.
M.P. 768.97	Viaduct	Top.
M.P. 761.37	Viaduct	Top.
M.P. 755.03	Viaduct	Top.
M.P. 754.42	Bridge	Side.
M.P. 749.43	Viaduct	Top.
M.P. 735.76	D.&R.G.W. overhead crossing	Side.
Santaquin	Overhead highway crossing	Side and Top.

**Air Brake Rules**

1025 (R). Before departing from Eureka or Silver City, air brake test as prescribed by Air Brake Rule 1025 must be made. Retaining valves must be placed in Heavy Holding position on all cars.

**SPECIAL RULES — THIRD SUBDIVISION  
CEDAR CITY, IRON MOUNTAIN, PIOCHE-PRINCE  
AND MEAD LAKE BRANCHES**

**Movement of Trains**

83 (R). Before using Fibreboard Spur, trains or engines must first receive authority from train dispatcher.

**Flag Protection**

99 (S-3). On the Pioche-Prince and Mead Lake Branches, between 7 AM and 5 PM daily except Saturday and Sunday, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance the track is seen to be clear and whistle signal 14(1) must be sounded frequently.

**Position on Train**

100 (R). On Fibreboard Spur, a member of crew must ride rear car on all movements, in either direction, between Fibreboard and Apex.

**Public Crossings**

103 (V-1). On Fibreboard Spur, highway crossing between Freeway Bridge and Apex must not be blocked by standing cars.

103 (V-2). All trains and engines must stop and be preceded by flagman over the following public crossings and flagmen must display lighted fusee at night:

Nellis Air Base Spur — Highway 91.

**Switches**

104 (X-1). Switches will be set normally at:

- Caliente —Spring switch at west end of Track No. 2, for siding.
- Milford —East and west ends No. 1 track, for No. 1 track.
- Iron Springs —Switch at stem of wye, for east leg of wye.
- Cedar City —Switch and spring point derail at entrance to loop track, for westward trains.
- Pioche —Highline switch, for highline.
- Fibreboard —Switch from lead to two highline bulk loading tracks, for highline.
- Nellis Field —Switch at east end of run-around track, for run-around track.

**Main Track Derails**

104 (X-2). At Cedar City, spring point derail is located in main track just east of balloon track switch and must be locked in derailling position when not being used.

Westward trains trail through derail; eastward trains stop and line balloon track switch and derail, restoring switch and derail to normal positions after being used.

**Sidings and Side Tracks**

105 (S). At Comstock, departure track must be left clear after departure of ore trains.

**Train Order Signals**

222 (R). At Iron Springs, when train order signal displays Stop indication for eastward trains, such trains on Cedar City Branch must stop west of junction switch and must not proceed until clearance is received, except for switching movements.

**Switch Point Indicators**

240 (T). Color light switch point indicator governing facing point movements over main track spring switch east Comstock wye switch, M.P. 10.91, Iron Mountain Branch, displays indications as follows:

- Green —Spring switch is properly lined for main track movement.
- Yellow —Spring switch is properly lined for turnout movement.
- Red —Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.

**Hold Indicator**

241 (R). When "Hold" indication (Rule 241-B) is displayed on cantilever signal just east of road crossing, Caliente, westward trains approaching this signal on either main track or siding track must stop and communicate with dispatcher before proceeding.

**Centralized Traffic Control System**

267 (T). At Milford, eastward and westward trains departing from yard must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (U). At Las Vegas, when westward dwarf signal at west end of passenger platform or westward high signal just west of west passenger siding switch displays Stop aspect, freight train may pass signal to enter icehouse track without stopping, provided the switches are properly lined for movement and proper hand signal is received from trainman or yardman, but movement must be made at restricted speed. Trainman or yardman must receive permission from dispatcher before lining switch for icehouse track.

267 (V). Eastward trains at Caliente must remain clear of public crossing east of depot until authorized to proceed by dispatcher or by signal indication.

267 (W). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch.

268 (S). At Las Vegas, Operating Rule 268 applies between M. P. 334.7 and M. P. 335.2. Trains or engines must not clear main track at Unit 200 or Unit 400 unless switch is left open.

**Power Operated Derails**

275 (R). Power operated derail on west end of siding, Caliente, operates in conjunction with main track switch.

When necessary to hand operate main track switch or place selector lever in hand position as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated. In addition, a member of crew must examine points of spring switch on west end No. 2 track before passing over them.

When westward train on siding or No. 2 track is stopped by stop signal at west end Caliente, stop must be made before passing fouling point of No. 2 track and siding.

A sign for westward trains reading "Derail Approach Section" is installed approximately 700 feet east of westward Stop Signal on siding West Caliente. Derail will not move to non-derailing position, and westward Stop Signal on siding will not display proceed indication until after train has entered "Derail Approach Section."

275 (S). Power operated derail on drill track, east end of Las Vegas Yard, operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 275 and 276, derail and selector lever on derail must also be hand operated.

**Handling Cars**

804 (V-1). At Iron Springs, the main track must not be used in weighing cars.

804 (V-2). At Fibreboard, movement must be stopped before entering building. Doors at both ends of plant must be opened before starting movement.

**Use of Hand Brakes**

806 (X-1). In addition to complying with Operating Rule 806 (A), hand brakes must be set on cars as follows:

Location	Minimum Requirements
Milford	—Not less than four hand brakes must be applied on east end of train left standing on east or west drill track.
Iron Mountain Comstock Desert Mound Iron Springs	—Not less than four hand brakes per track must be applied on empties, not less than eight hand brakes per track, must be applied on loads. In addition, at Desert Mound, not less than three hand brakes must be applied on upper end of tracks above tipple.
Moapa	—Cars left standing between siding and steam plant gate must have all hand brakes applied. —Cars left standing inside steam plant gate must have not less than one hand brake applied on west end.
Fibreboard Spur	—Not less than 5 hand brakes must be applied on low end of cars left standing on siding or on main track between switches.

**Switching Cars with Air Brakes Operative**

806 (X-2). At Iron Mountain, when ore is handled from upper to lower yard, sufficient air brakes must be used to control movement.

At Desert Mound, when necessary to perform switching, air brakes must be cut in and operative.

At Comstock, air brakes must be cut in and operative on all loads switched from load tracks to departure track.

At Moapa, air brakes must be cut in and operative on all cars handled between Moapa and steam generating plant.

Air brakes must be cut in and operative on all cars handled between Lovell and Government Ordnance area, and on Fibreboard Spur.

**Leaving Locomotives Unattended**

871 (S). Train or engine crews desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than at Caliente initial switch.

While crew is eating, engine must be left on train with air coupled, and a sufficient number of hand brakes must be applied to keep train from moving, but not less than 10 hand brakes must be set on low end of train.

Crew of westward train must leave train east of crossover switches on siding while eating unless otherwise advised by Train Dispatcher.

**Track Restrictions**

899 (R-4). Unless specifically authorized, units of 5000 HP or more must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and

899 (R-4). Continued.

yard tracks necessary for the movement of trains and the servicing of the units.

The following diesel units may be operated on Cedar City Branch but must not exceed 20 MPH between MP 23 and MP 29:

- DD-35, numbers 70-98B
- GP-30, numbers 700-739B
- SD-45, numbers 3600-3649

No engines are permitted on the following tracks:

- Milford —Jefferson Coal spur, inside of gate.
- Caselton —Main Mill Spur over track hopper.
- Prince Branch —All tracks beyond M.P. 8.7.
- Moapa —Nevada Power Co. Hopper.

Note: Referring to Rule 805 (D), curvature on following track is in excess of 16 degrees:

- Nellis —Shell Oil Spur ..... 18°

**Close Clearances**

900 (R-4). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at—
THIRD SUBDIVISION.		
M.P. 527.60	Bridge	Side.
M.P. 487.89	Tunnel No. 18	Side and Top.
M.P. 474.63	Tunnel No. 17	Side and Top.
M.P. 474.26	Tunnel No. 16	Side and Top.
M.P. 473.97	Tunnel No. 15	Side and Top.
M.P. 472.81	Tunnel No. 14	Side and Top.
M.P. 471.74	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.38	Tunnel No. 13	Side and Top.
M.P. 471.28	Bridge	Side.
M.P. 470.91	Bridge	Side.
M.P. 469.95	Bridge	Side.
M.P. 469.33	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 468.06	Bridge	Side.
M.P. 463.26	Tunnel No. 12	Side and Top.
M.P. 462.78	Tunnel No. 11	Side and Top.
M.P. 458.56	Bridge	Side.
M.P. 455.97	Tunnel No. 10	Side and Top.
M.P. 453.31	Tunnel No. 9	Side and Top.
M.P. 451.34	Tunnel No. 8	Side and Top.
M.P. 450.92	Tunnel No. 7	Side and Top.
M.P. 449.05	Tunnel No. 6	Side and Top.
M.P. 447.89	Bridge	Side.
M.P. 444.56	Bridge	Side.
M.P. 441.95	Tunnel No. 5	Side and Top.
M.P. 437.22	Bridge	Side.
M.P. 433.67	Tunnel No. 4	Side and Top.
M.P. 433.47	Bridge	Side.
M.P. 431.82	Bridge	Side.
M.P. 430.68	Bridge	Side.
M.P. 419.30	Bridge	Side.
M.P. 414.11	Bridge	Side.
M.P. 409.16	Bridge	Side.
M.P. 408.97	Bridge	Side.
M.P. 407.09	Bridge	Side.
M.P. 406.55	Bridge	Side.
M.P. 397.32	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 395.42	Bridge	Side.

Continued on opposite side.

Continued on Page 26.

900 (R-4). Continued

Location	Structure or Obstruction	Clearance of engine or car is close at—
Lovell-Govt. Ord. Spur M.P. 1.20	Viaduct	Top.
Nellis Air Base Spur M.P. 0.73	Viaduct	Top.
Nellis Ind. Park Spur M.P. 0.39	Viaduct	Top.
CEDAR CITY BRANCH M.P. 31.26	Viaduct	Top.
MEAD LAKE BRANCH M.P. 3.15	Viaduct	Top.
PIOCHE BRANCH. M.P. 0.68	Bridge	Side.

High and Wide Cars

900 (V). Nevada Public Service Commission Order in Case No. 1159 covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 805 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15'6" must not be operated except as indicated below.

Freight cars of a height exceeding 15'4" but not greater than 15'6" shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, read, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or handholds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10'10" must not be operated.

Freight cars of a width not exceeding 10'10" may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15'6" above the top of rail or extending laterally in excess of 5'5" from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5'5" from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5'5" from center line of car or in excess of 15'6" in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this sub-section shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded.

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5' 5 1/2" from center line of car or in excess of 15'6" in height

Continued on opposite side.

900 (V). Continued.

above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train, the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employees

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5'5 1/2" from center line of car, to enable them to take necessary precautions to safeguard employees in yard.

Observance of Cars by Employees

(10) Employees in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) An employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

The Public Service Commission of the State of Nevada has granted permission for the operation of "High-Cube" cars of a maximum height of 17 ft. from top of rail to top of running-board within the State of Nevada.

The following will govern the handling and movement of such cars in Nevada:

If train length permits, such cars shall be entrained at least five cars distant from the caboose.

The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that the members of the train crew are forbidden to ride on top of any such cars.

Air Brake Rules

1025 (S). At Iron Mountain before making doubleover of loads from one track to train made up on another track at east end of yard, terminal test of air brakes required by Air Brake Rule 1025 will be made to determine if air brakes are operative on doubleover before moving out of yard track to Iron Mountain Branch main track.

1025 (T). For movements on Fibreboard Spur, terminal test of air brakes as required by Air Brake Rule 1025 must be made before departing from Apex or Fibreboard.

1029 (R). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Crestline, eastward and westward.

1042 (T). On westward freight trains departing Crestline, dynamic brake must be placed in service and tested for proper operation between west switch Crestline and east switch Brown.

Retaining valves must be used as follows:

1. All trains from Iron Mountain or Comstock to Iron Springs, all retaining valves.

2. All trains from Desert Mound to Iron Springs, not less than 50% of retaining valves on head end of train.

3. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 75

Continued on Page 27.

1042 (T) Continued.

tons per operative brake, all retaining valves from Islen to M.P. 469.

4. Any train with less than one horsepower effective dynamic brake averaging less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to M.P. 469.

5. Any train with less than one horsepower effective dynamic brake per trailing ton and averaging more than 85 tons per operative brake must not exceed 25 MPH Crestline

to Farrier. This does not modify the requirements of Paragraph 3 above.

1042 (U). Freight trains handled by diesel locomotive with dynamic brake not in operation must use retaining valves as follows:

Prince to Prince Junction;

Pioche to M.P. 30, Pioche Branch;

M.P. 27 to M.P. 22, Pioche Branch.

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION  
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
F. J. Winget	District Surgeon	Salt Lake City.	R. B. Foley	Surgeon	Ogden.
R. R. Merrell	District Surgeon	Pocatello.	G. F. Kearns	Surgeon	Ogden.
J. M. Farris	District Surgeon	Las Angeles.	G. H. Lowe	Physician	Ogden.
Jas. H. Clarke	Physician	Bountiful.	R. W. Pugmire	Oculist	Ogden.
J. E. Trowbridge	Surgeon	Bountiful.	F. W. Seager	Surgeon	Ogden.
G. C. Dils	Surgeon	Caliente.	K. A. Stratford	Division Surgeon	Ogden.
L. V. Broadbent	Surgeon	Cedar City.	R. D. Benedict	Surgeon	Pocatello.
R. W. Farnsworth	Surgeon	Cedar City.	Calvin Burler	Surgeon	Pocatello.
M. A. Lyman	Surgeon	Delta	R. G. Randall	Physician	Pocatello.
L. G. Burkett	Surgeon	Downey.	L. N. Diana	Eye Specialist	Pocatello.
N. A. Lorusso	Surgeon	Las Vegas.	H. R. Gilecrest	Oculist & Aurist	Pocatello.
R. F. Meger	Surgeon	Las Vegas.	R. K. Gorton	Asst. to Dist. Surgeon	Pocatello.
R. F. Miller	Surgeon	Las Vegas.	Harry D. McGee	Ear, Nose & Throat	Pocatello.
D. J. Romeo	Surgeon	Las Vegas.	R. E. Ostler	Surgeon	Pocatello.
O. S. Budge	Surgeon	Logan.	H. K. Staheli	Surgeon	Pocatello.
O. W. Budge	Surgeon	Logan.	L. R. Hawkes	Surgeon	Preston.
J. W. Carlisle	Surgeon	Logan.	S. N. Clark	Oculist & Aurist	Provo.
J. Clare Hayward	Surgeon	Logan.	R. B. Hammond	Surgeon	Provo.
R. D. Hlavaty	Surgeon	Logan.	H. D. Rees	Surgeon	Provo.
L. C. Larsen	Urologist	Logan.	J. B. Westwood	Surgeon	Provo.
J. P. Neeley	Surgeon	Logan.	R. H. Anderson	Surgeon	Salt Lake City.
L. S. Parkinson	Surgeon	Logan.	Harry Berman	Oculist & Aurist	Salt Lake City.
J. L. Sorensen	Surgeon	Logan.	J. O. Brewerton	Surgeon	Salt Lake City.
P. R. Stowell	Surgeon	Logan.	B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
J. C. Worley	Surgeon	Logan.	T. D. Harris	Surgeon	Salt Lake City.
G. K. Goodenough	Surgeon	Malad.	J. M. Jensen	Surgeon	Salt Lake City.
E. N. Davie	Surgeon	Milford.	A. W. Middleton	Cons. Urologist	Salt Lake City.
D. A. Symond	Surgeon	Milford.	R. G. Middleton	Cons. Urologist	Salt Lake City.
John M. Ball	Surgeon	Murray.	H. L. Pearse	Surgeon	Salt Lake City.
J. G. Steele	Surgeon	Nephi.	Rulon E. Smith	Surgeon	Salt Lake City.
Harold V. DeMars	Ear, Nose & Throat	Ogden.	E. C. Budge	Surgeon	Smithfield.
K. F. Farr	Consulting Surgeon	Ogden.	Robert S. Budge	Surgeon	Smithfield.
C. S. Feeny	Physician	Ogden.	G. B. Orton	Surgeon	Springville.

**STANDARD CLOCKS ARE LOCATED AS SHOWN  
BELOW:**

Salt Lake City.....Switchmen's Locker Room, 13th North  
 .....Switchmen's Register Room, South Yard  
 .....Telegraph Office, Passenger Station  
 .....Train Dispatcher's Office  
 .....North Yard Telegraph Office  
 .....Engineer's Register Room, North Yard  
 .....Switchmen's Register Room, North Yard

Ogden.....Telegraph Office, 28th Street  
 .....Crew Dispatcher's Office, 33rd Street

Pocatello.....Switchmen's Locker Room, Hump  
 .....Train Dispatcher's Office  
 .....Conductor's Register Room, Passenger Station  
 .....Switchmen's Locker Room, New Yard  
 .....Train, Yard and Engine Crew Dispatcher's Office  
 .....Roundhouse Foreman's Office

Provo.....Joint Yard Telegraph Office  
 .....Yard Office

Milford.....Telegraph Office

Las Vegas.....Freight Enginemen's Locker Room  
 .....Conductor's Register Room  
 .....Telegraph Office  
 .....Yard Office

**SYMBOLS AND ABBREVIATIONS**

6. The following letters, placed before the time in a schedule, indicate:

- s — regular stop;
- f — flag stop to receive or discharge traffic;
- A — arrive.

6 (A). The following letters, placed in column with station name, in time-table indicate:

- D — day operator;
- N — night operator;
- R — train register;
- YL — yard limits.

6 (B). The following letters, placed in column provided in the time-table, indicate:

- A — automatic interlocking;
- F — fueling station;
- I — manual interlocking;
- P — dispatcher's telephone;
- T — turntable;
- X — cross-over;
- Y — Wye.

**RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS**

**Total weight of trains, exclusive of locomotives, which the different classes of locomotives will haul in each direction between stations named, under favorable conditions.**

Rating is for single units. If more than one unit, rating of combined units will govern.

Note: Except for SD-7 units Nos. 450-459 or SD-24 units Nos. 400-477, single units with only one air compressor must not handle more than 45 cars in road service on descending grades of 1% or over.

	31-53 GE U50 70-98B EMD DD 35 5000 HP	130-349B EMD GP9 500-542B EMD F9 1750 HP	400-448 EMD SD 24 2400 HP	450-459 EMD SD7 1500 HP	470-499 EMD GP20 2000 HP 700-789B 800-875 EMD GP 30 2250 HP	740-763 EMD GP35 2500 HP	2900-2909 DL 630 3000-3172 EMD SD40 3000 HP	3600-3649 EMD SD 45 3600 HP	5000-5039 U 50C 5000HP	6900-6946 EMD DD40 6600 HP
Between Ogden & McCammon	6400	2785	3690	3300	3000	3200	4610	4900	4200	5500
Between Ogden & Salt Lake City	7000	3050	5620	3810	3300	3500	6000	6100	5800	6900
Salt Lake to Lake Point	8725	4010	6280	4500	4180	4365	7850	8200	7050	9100
Lake Point to Tintic	5000	2225	3400	3100	2400	2500	4250	4400	3800	4800
Lynndyl to Milford	6000	2600	4160	3900	2900	3000	5200	5500	4700	5850
Milford to Lund	8100	3335	5620	4450	3590	4050	7025	7400	6300	7800
Lund to Uvada	7100	2760	5160	4350	3000	3550	6450	6600	5800	6800
Uvada to Crestline	4400	1875	2740	2560	2100	2200	3425	3600	3100	4050
Salt Lake City to Mount	5000	2100	2880	2800	2700	3000	3200	3400	3000	4000
Mount to Payson	6550	2300	3740	3500	2950	3275	4675	4900	4250	5500
Payson to M.P. 704	4400	1875	2740	2560	2000	2200	3425	3600	3100	4050
M.P. 704 to Lynndyl	5300	2300	3740	3000	2550	2650	4675	4800	4200	5100
Las Vegas to Leith	4400	1875	2740	2560	2000	2200	3425	3600	3100	4050
Leith to Caliente	3200	1320	2300	2100	1500	1600	2875	2900	2600	3000
Caliente to Islen	2400	975	1420	1350	1100	1200	1775	1900	1600	2100
Islen to Crestline	3300	1380	2460	2200	1500	1650	3075	3100	2800	3200
Milford to Lynndyl	6000	2875	4160	3900	2900	3000	5200	5500	4600	5850
Lynndyl to Boulter	5500	2225	3310	3100	2500	2750	4135	4400	3750	4800
Lynndyl to M.P. 728	6000	2400	3440	3000	2700	3000	4200	4500	3900	5000
M.P. 728 to Cutler	6400	2760	3690	3600	3000	3200	4610	4900	4200	5500
Cutler to Mount	4200	1850	2500	1900	1800	2100	3100	3200	2800	4000
Mount to Salt Lake City	6550	2875	4160	3900	3000	3275	5200	5500	4700	5850

