

Safety



Service

J. R. Loftis,
Assistant Superintendent
Salt Lake City

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

M. E. Gillson,
Assistant Trainmaster
Salt Lake City

M. J. McGurl,
Road Foreman of Equipment

C. J. Graff,
Chief Dispatcher

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

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

Wilson McCarthy and Henry Swan, Trustees

SALT LAKE DIVISION

**TIME-TABLE
No. 118**

Takes Effect Sunday, June 11, 1939

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 117

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

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

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

E. A. WEST,
General Manager

L. F. WILSON,
Assistant General Manager

W. R. McPHERSON,
Acting Superintendent
Transportation

B. H. DECKER,
Superintendent

WESTWARD

MAIN LINE

SECOND CLASS				FIRST CLASS				Sub-Division 6 STATIONS		Miles from Denver	Capacity of Siding
31 Freight	75 California Fast Freight	61 California Fast Freight	73 Fast Freight	5 Exposition Flyer	11 Passenger	19 Panoramic Mountaineer	1 Scenic Limited	TIME-TABLE No. 118			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	JUNE 11, 1939			
11 45 PM	5 45 PM	7 15 AM	5 00 AM	8 35 PM		6 20 AM	3 55 AM	HELPER JSDNBKFWY		626.5	Yard
11 56	5 53	7 23	5 08	8 41		6 26	4 01	UTAH RY. JCT. J		628.8	72
12 03 AM	5 58	7 28	5 13	8 44		6 29	x 4 07	CASTLE GATE W		630.3	Yard
12 09	6 04	7 33	5 18	8 48		6 33	x 4 12	ROYAL		631.6	Yard
12 20	6 16	7 45	5 30	8 59		6 44	4 24	NOLAN		635.1	96
12 33	6 31	8 00	5 45	9 10		6 55	f 4 37	KYUNE DNWY		639.3	39
12 45	6 42	8 11	5 56	9 19		7 04	f 4 47	COLTON JWY		644.5	98
1 06	7 06	8 35	6 20	9 31		7 16	f 4 58	SOLDIER SUMMIT DNWY		651.4	Yard
1 22	7 22	8 51	6 36	9 42		7 27	f 5 09	SCENIC		656.5	
1 46	7 46	9 15	7 00	9 51		7 36	f 5 18	GILLULY W		661.0	66
1 58	7 58	9 27	7 12	10 01		7 46	f 5 28	DETOUR		665.8	
2 15	8 15	9 44	7 29	10 13		7 58	f 5 40	NARROWS		672.5	114
2 25	8 25	9 54	7 39	10 20		8 05	f 5 47	RIO		676.6	
2 46	8 46	10 15	8 00	10 28	5 55 PM	8 13	s 5 55	THISTLE JSDNBKTFW		680.9	125
2 52	8 54	10 23	8 06	10 32	f 6 01	8 18	6 00	CASTILLA		684.6	
								MOARK		688.6	00
3 02	9 08	10 37	8 16	10 40	f 6 10	8 26	6 07	MAPLETON		691.3	64
3 10	9 18	10 47	10 8 33	10 47	s 6 20	73 8 33	s 6 14	S. L. & U. CROSSING		695.0	
								SPRINGVILLE JDW		695.8	
								U. P. CROSSING		698.9	
								GRUNDY		700.0	
3 22 AM	9 35 PM	11 05 AM	8 50 AM	x10 55 PM	s 6 31 PM	s 8 42 AM	s 6 25 AM	PROVO OJKBDNWX		701.2	164
								DERN		702.5	
								LAKOTA		704.8	78
								U. P. CROSSING		705.7	
								GENEVA		710.0	79
								AMERICAN FORK		713.7	116
								LEHI		717.0	81
								MESA		720.2	111
								NASH W		722.8	72
								OLIVERS		725.5	112
								RIVERTON		728.6	123
								ENDOT		734.0	
								MIDVALE JDNFWY		734.5	Yard
								MURRAY		738.4	Yard
								EAST ROPER		740.7	00
								ROPER JOKBDNW		742.5	Yard
								U. P. CROSSING		744.2	
								SALT LAKE CITY SDNBKFWT		745.1	Yard
								(118.6)			
								Schedule Time			
								Average Speed per Hour			
4 22 AM	10 45 PM	12 16 PM	10 01 AM	11 42 PM	7 33 PM	9 27 AM	7 16 AM				
4 30 AM	11 00 PM	1 00 PM	10 30 AM	11 44 PM	f 7 36 PM	9 29 AM	7 18 AM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
4.45 24.4	5.15 22.1	5.45 20.1	5.30 21.1	3.20 35.5	1.50 35.0	3.20 35.5	3.35 32.6				

Trains operate by C. T. C. between Dern and East Roper, but at stations where time is shown must not depart ahead of time.

The limits of operation by C. T. C. are designated by signs: "Beginning of C. T. C." sign Westward, located at Dern; "End of C. T. C." sign Westward, located at East Roper; "Beginning of C. T. C." sign Eastward, located at East Roper; "End of C. T. C." sign Eastward, located at Provo Passenger Depot.

TWO MAIN TRACKS
AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

MAIN LINE

EASTWARD

Capacity of Siding	Miles from Salt Lake	Sub-Division 6 STATIONS TIME-TABLE No. 118 JUNE 11, 1939		FIRST CLASS				SECOND CLASS			
				12	20	6	2	28	30	32	
				Passenger	Panoramic Mountaineer	Exposition Flyer	Scenic Limited	Fast Freight	Fast Freight	Fast Freight	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	110.6	RA	HELPER JSDNBKFWY		4 20 PM	12 40 AM	1 10 AM	10 00 AM	6 00 PM	11 10 PM	
72	117.3		UTAH RY. JCT. J		4 09	12 30	12 57	9 51	5 52	10 59	
Yard	115.8		CASTLE GATE W	f	4 06	12 27	f12 53	9 45	5 46	10 52	
Yard	114.5		ROYAL		4 03	12 24	f12 48	9 40	5 40	10 45	
87	111.0		NOLAN		3 56	12 17	12 40	9 26	5 25	10 34	
35	108.8	KD	KYUNE DNWY		3 47	12 08 AM	f12 31	9 09	5 10	10 20	
Yard	101.6		COLTON JWY		3 38	11 59 PM	f12 22	8 55	4 56	10 05	
Yard	94.7	if	SOLDIER SUMMIT DNWY		3 29	11 50	f12 12 AM	8 38	4 40	9 53	
88	89.6		SCENIC		3 18	11 39	f11 59 PM	8 19	4 20	9 23	
66	85.1		GILLULY W		3 08	11 29	f11 49	7 58	3 59	9 08	
110	80.3		DETOUR		2 59	11 20	f11 39	7 38	3 39	8 54	
124	73.6		NARROWS		2 48	11 09	f11 28	7 12	3 13	8 37	
53	69.5		RIO		2 40	11 01	f11 18	6 57	2 58	8 25	
131	66.2	jd	THISTLE JSDNBKFWY	4 05 AM	30f2 32	10 53	s11 10	6 40	20 2 32	8 12	
78	61.5	f	CASTILLA	f 4 00	2 22	10 43	10 58	6 10	2 02	7 42	
00	57.5		MOARK								
78	55.4		SUTRO		3 52	2 14	10 36	10 51	5 56	1 50	7 29
	50.2		S. L. & U. CROSSING								
	49.3	NG	SPRINGVILLE JDW	s 3 44	f 2 06	10 29	f10 43	5 42	1 35	7 16	
	46.2		U. P. CROSSING								
	45.1		GRUNDY								
114	43.9	vo	PROVO OJEBDNWY	s 3 36	s 1 58	x10 22	s10 35	5 30	1 20	7 05	
	42.6		DERN	3 22 AM	1 53 PM	10 19 PM	10 25 PM	5 14 AM	1 14 PM	7 00 PM	
78	40.3		LAKOTA	f							
	39.4		U. P. CROSSING								
79	35.1		GENEVA	f 3 14							
116	31.4	af	AMERICAN FORK	s 3 09							
81	28.1	hl	LEHI	s 3 04							
111	24.9		MESA	f 2 59							
72	22.3		NASH W	f 2 55							
112	19.6		OLIVERS	f 2 51							
123	16.5		RIVERTON	s 2 47							
	11.1		ENDOT								
152	10.6	bj	MIDVALE JDNFWY	s 2 39							
42	6.7	fk	MURRAY	f 2 30							
00	4.4		EAST ROPER								
Yard	2.6	fy	ROPER JOKBDNWY	f 2 24 AM	1 12 PM	9 37 PM	9 43 PM	4 00 AM	12 01 PM	6 00 PM	
	0.9		U. P. CROSSING								
Yard		un	SALT LAKE CITY SDNOBKFWT	2 15 AM	1 05 PM	9 30 PM	9 35 PM				
			(119.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			Schedule Time	1.50	3.15	3.10	3.35	6.00	5.59	5.10	
			Average Speed per Hour	35.5	36.8	37.8	33.4	19.5	19.6	22.6	

Trains operate by C. T. C. between East Roper and Provo, but at stations where time is shown must not depart ahead of time.

The limits of operation by C. T. C. are designated by signs: "Beginning of C. T. C." sign Westward, located at Dorn; "End of C. T. C." sign Westward, located at East Roper; "Beginning of C. T. C." sign Eastward, located at East Roper; "End of C. T. C." sign Eastward, located at Provo Passenger Depot.

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Denver	Sub-Division 7 STATIONS		Miles from Ogden	Capacity of Siding	FIRST CLASS		SECOND CLASS	
75 California Fast Freight	61 California Fast Freight		1 Scenic Limited		UN	DNOBEFWTS			2 Scenic Limited	62 Freight	78 Fast Freight	
Leave Daily	Leave Daily		Leave Daily			Arrive Daily		Arrive Daily	Arrive Daily			
11 45 PM	1 45 PM		8 00 AM	745.1		8 45 PM		4 30 AM	7 30 AM			
				745.6								
12 15 AM	2 15		f 8 15	750.9	NX	f 8 29		3 58	6 58			
12 23	2 23		f 8 19	753.6		f 8 26		3 50	6 54			
12 38	2 38		f 8 27	760.6		f 8 18		3 30	6 43			
12 48	2 48		f 8 32	764.4		f 8 13		3 18	6 37			
12 53	2 53		f 8 36	767.2	RJ	f 8 10		3 10	6 31			
				771.2								
1 13	3 13		f 8 45	775.1	RY	f 8 00		2 50	6 15			
1 45 AM	3 30 PM		8 53 AM	781.1	OG	7 50 PM		2 30 AM	6 00 PM			
			9 05 AM	782.0		7 45 PM						
Arrive Daily	Arrive Daily		Arrive Daily			Leave Daily		Leave Daily	Leave Daily			
2.00 18.0	1.45 20.6		1.05 34.1			1.00 36.9		2.00 18.0	1.30 24.0			

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

Time at Ogden for information only.

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

WESTWARD

KENILWORTH BRANCH

EASTWARD

WESTWARD

PLEASANT VALLEY BRANCH

EASTWARD

Sub-Division 6-A STATIONS		Sub-Division 6-C STATIONS	
Miles from Kenilworth	Miles from Kenilworth Junction	Miles from End of Track	Miles from Colton
6.2	6.2	0.3	21.4
		6.2	21.1
		21.4	15.2

WESTWARD

SPRING CANYON BRANCH

EASTWARD

Sub-Division 6-B STATIONS	
Miles from Mutual	Miles from Spring Canyon Junction
0.4	7.1
0.9	6.7
1.3	6.2
2.1	5.8
3.0	5.0
3.5	4.1
6.7	3.6
7.1	0.4

WESTWARD

MARYSVALE BRANCH

EASTWARD

FIRST CLASS		Miles from Marysvale	Sub-Division 6-D STATIONS TIME-TABLE No. 118 JUNE 11, 1939			Miles from Thistle	Capacity of Sidings	FIRST CLASS	
11 Passenger	12 Passenger		Leave Daily	Arrive Daily					
			END OF TRACK		132.8				
	12 45 PM		Vy MARYSVALE DKBFY		132.2	Yard		9 30 AM	
f 1 03	5.6		5.6 BELKNAP		126.6	35	f 9 12		
s 1 17	11.7		6.1 SEVIER W		120.5	17	s 8 56		
f 1 26	15.7		4.0 JOSEPH		116.5	26	f 8 45		
s 1 36	20.5		4.8 ELSINORE D		111.7	24	s 8 35		
f 1 40	22.2		1.7 NIBLEY Y		110.0		f 8 31		
f 1 43	23.5		1.3 CENTRAL		108.7	16	f 8 28		
s 1 55	28.5		5.0 RICHFIELD DWY		103.7	Yard	s 8 18		
f 2 02	31.9		3.4 VENICE		100.3	18	f 8 08		
s 2 11	35.9		4.0 SIGURD D		96.3	16	s 8 00		
f 2 14	37.1		1.2 VERMILION		95.1	12	f 7 56		
f 2 21	40.6		3.5 AURORA		91.6	26	f 7 49		
s 2 35	45.8		6.2 SALINA JDWY		86.4	Yard	s 7 38		
f 2 43	49.7		3.9 REDMOND		82.5	23	f 7 29		
f 2 50	53.0		3.3 AXTELL		79.2	19	f 7 23		
f 2 59	57.2		4.2 SPEARMINT		75.0	40	f 7 14		
s 3 04	59.3		2.1 GUNNISON D		72.9	28	s 7 09		
f 3 09	61.7		2.4 CHRISTIANBURG		70.5	18	f 7 03		
f 3 18	65.9		4.2 STERLING		66.3	18	f 6 54		
s 3 33	71.4		5.5 MANTI KDBFWY		60.8	Yard	s 6 43		
s 3 49	78.8		7.4 EPHRAIM JDY		53.4	34	s 6 23		
f 3 54	81.3		2.5 PARRY'S QUARRY		50.9	15	f 6 15		
s 4 10	88.2		6.9 SPRING CITY W		44.0	20	s 6 01		
s 4 22	93.6		5.4 MT. PLEASANT D		38.6	39	s 5 49		
s 4 37	100.2		6.6 FAIRVIEW PDW		32.0	31	s 5 33		
f 4 44	103.7		3.5 OAK CREEK Y		28.5	Wye	f 5 22		
f 4 47	105.0		1.3 MILBURN P		27.2	19	f 5 19		
f 4 56	108.9		3.9 HILL TOP P		23.3	30	f 5 09		
f 5 04	112.7		3.8 WHITTAKER P		19.5	15	f 4 59		
f 5 14	117.4		4.7 INDIANOLA PW		14.8	24	f 4 47		
f 5 29	124.5		7.1 PINES P		7.7	22	f 4 29		
5 50 PM	132.2		7.7 THISTLE PSJDNBKFY			Yard	4 10 AM		
Arrive Daily			(132.8)				Leave Daily		
5.05 26.0			Schedule Time Average Speed per Hour				5.20 24.8		

WESTWARD SAN PETE VALLEY BRANCH EASTWARD				WESTWARD TINTIC BRANCH EASTWARD					
Miles from Ephraim	Sub-Division 6-E STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Nephi	Capacity of Siding	Miles from Silver City	Sub-Division 6-G STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Springville	Capacity of Siding
	Rm	EPHRAIM JDY	34.7	9			SILVER CITY FY	43.7	20
7.9		CHESTER	26.8	13	1.7		U. P. CROSSING J	42.0	
9.8		LARSEN	24.9		2.5	Mo	MAMMOTH	42.8	Yard
11.3		MORONI	23.4	27	1.7		U. P. CROSSING J	42.0	
15.2		FREEDOM	19.5		4.0	Q	EUREKA DW	39.7	Yard
17.6		CEDAR CLIFFS	17.1		5.0		KNIGHTVILLE W	38.7	18
20.3		FOUNTAIN GREEN	14.4	10	8.8		CANON SIDING	34.9	9
24.6		DIVIDE	10.1	8	12.9		LAGUNA W	30.8	14
28.8		NEBO JUNCTION	5.9	13	15.8		HILLSIDE	27.9	16
31.4		WATER TANK W	3.3		16.2		PEARL P Y J	27.5	Wye
32.8		GYP SUM	1.9	14	21.6	Gs	GOSHEN DWY	22.1	21
34.7	Ni	NEPHI D Y			24.0		HAROLD	19.7	
		(34.7)			26.4		TOWNSEND	17.3	14
					28.4		SANTAQUIN	15.3	14
					32.9	P	PAYSON D	10.8	30
					39.9	Fo	SPANISH FORK D	3.8	24
					43.7	Ng	SPRINGVILLE P J D W		Yard
							(43.7)		

WESTWARD CASTLE VALLEY BRANCH EASTWARD			
Miles from Crystal	Sub-Division 6-F STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Salina
		CRYSTAL T	17.7
3.9		SUMNER	13.8
9.8		GOOSEBERRY	7.9
17.7	Sa	SALINA JDY	
		(17.7)	

WESTWARD GOSHEN VALLEY BRANCH EASTWARD			
Miles from Provo	Sub-Division 6-H STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Dividend
		DIVIDEND	17
6.5		FLORA Y	2.7
3.8		IRON KING	6.2
6.3		EUREKA STANDARD	6.0
6.1		FLORA Y	2.7
3.8		EUNICE	3.1
3.4		PEARL J Y	6.5
		(6.5)	

Extra freight trains are ordinarily operated between Provo, Dividend and Silver City, Monday, Wednesday and Friday. Between Silver City, Iron King and Provo, Tuesday, Thursday and Saturday.

WESTWARD GOSHEN VALLEY BRANCH EASTWARD			
Miles from Provo	Sub-Division 6-H STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Dividend
		DIVIDEND	17
6.5		FLORA Y	2.7
3.8		IRON KING	6.2
6.3		EUREKA STANDARD	6.0
6.1		FLORA Y	2.7
3.8		EUNICE	3.1
3.4		PEARL J Y	6.5
		(6.5)	

WESTWARD GOSHEN VALLEY BRANCH EASTWARD			
Miles from Provo	Sub-Division 6-H STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Dividend
		DIVIDEND	17
6.5		FLORA Y	2.7
3.8		IRON KING	6.2
6.3		EUREKA STANDARD	6.0
6.1		FLORA Y	2.7
3.8		EUNICE	3.1
3.4		PEARL J Y	6.5
		(6.5)	

WESTWARD				PROVO CANYON BRANCH				EASTWARD				
SECOND CLASS	Miles from Heber	Sub-Division 6-I STATIONS		Miles from Provo	Capacity of Siding	SECOND CLASS	Miles from Midvale	Sub-Division 6-K STATIONS		Miles from Bingham	Capacity of Siding	SECOND CLASS
307 Mixed		TIME-TABLE No. 118				308 Mixed		TIME-TABLE No. 118				211 Freight
Leave Daily Except Sun.	JUNE 11, 1939		Arrive Daily Except Sun.	JUNE 11, 1939		Leave Daily Except Sun.	JUNE 11, 1939		Arrive Daily Except Sun.			
9 35 AM		H	HEBER PWDY	25.7	Yard	8 45 AM	14.1	P	BINGHAM		Yard	
9 49	4.0		CHARLESTON	21.7	14	f 8 23	11.8		UPPER JUNCTION	2.3	0	
f 10 00	7.6		WALLSBURG	18.1	12	f 8 12	9.0		DALTON	5.1	16	
f 10 19	13.9		VIVIAN PARK	11.8	17	f 7 53	11 55 AM	5.0	WELBY PYZ	9.1	50	7 50 AM
f 10 23	15.1		UPPER FALLS W	10.6		f 7 40	12 05 PM	2.0	WEST JORDAN	12.1	25	7 25
f 10 27	16.4		NUNN'S	9.3	2	f 7 33		2.0	S. L. & U. CROSSING	12.1		
f 10 36	19.3		OLMSTED	6.4	6	f 7 24	12 25 PM		BJ MIDVALE PJDNKFVY	14.1	Yard	7 15 AM
f 10 40	19.9		CARYHURST	5.8	14	f 7 20			(14.1)			Leave Daily Except Sun.
f 10 54	24.6		SMOOT	1.1	23	f 7 05			Schedule Time			0.35
	25.1		S. L. & U. CROSSING	0.6					Average Speed per Hour			8.6
	25.5		S. L. & U. CROSSING	0.2								
11 05 AM	25.7	Vo	PROVO OPJEDNBFVY		Yard	7 00 AM						
Arrive Daily Except Sun.	(25.7)					Leave Daily Except Sun.						
1.30 17.1	Schedule Time					1.45 14.7						
		Average Speed per Hour										

WESTWARD—LITTLE COTTONWOOD BRANCH—EASTWARD

WESTWARD				LITTLE COTTONWOOD BRANCH				EASTWARD				
SECOND CLASS	Miles from Midvale	Sub-Division 6-J STATIONS		Capacity of Siding							SECOND CLASS	
211 Freight		TIME-TABLE No. 118									210 Freight	
Leave Daily Except Sun.	JUNE 11, 1939		Arrive Daily Except Sun.									
10 30 AM	17.0		GARFIELD SMELTER								Yard	
	15.1	Gf	GARFIELD DFW	1.9	25						25	9 10 AM
	13.4		EAST JUNCTION	3.6								
10 55	12.8		MAGNA	4.2								8 50
11 05	10.7		RITER Y	6.3	71							8 30
11 20	6.0		HUNTER	11.0	80							8 15
11 50 AM			WELBY PZY	17.0	50							8 00 AM
Arrive Daily Except Sun.	(17.0)					Leave Daily Except Sun.						
1.20 11.3	Schedule Time					1.10 12.9						
		Average Speed per Hour										

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

Freight trains are ordinarily operated between Welby and Bingham Tuesday and Saturday and between Welby and Lark daily except Saturday and Sunday.

Wye switches Welby lined and locked for Garfield Branch.

Train arriving Welby as No. 210 will assume schedule of No. 210 at Welby on SUB-DIVISION 6-L. Train arriving Welby as No. 211 will assume schedule of No. 211 at Welby on SUB-DIVISION 6-K.

WESTWARD				LARK BRANCH				EASTWARD			
SECOND CLASS	Miles from Lark	Sub-Division 6-M STATIONS		Capacity of Siding							SECOND CLASS
		TIME-TABLE No. 118									
	JUNE 11, 1939		Arrive Daily Except Sun.								
	3.6		LARK	3.6	Yard						
			DALTON J	16							
		(3.6)									

WESTWARD		PARK CITY BRANCH		EASTWARD		WESTWARD		HOOPER BRANCH		EASTWARD	
	Miles from Park City	Sub-Division 6-N STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Roper	Capacity of Siding		Miles from Cox	Sub-Division 7-A STATIONS TIME-TABLE No. 118 JUNE 11, 1939		Miles from Roy	Capacity of Siding
		Pc	PARK CITY DWY	32.3	Yard				COX	5.0	20
	4.0		4.0 SNYDERVILLE	28.3	4		1.0		1.0 HOOPER	4.0	
	6.3		2.3 STOVEN	26.0	20		3.1		2.1 KINGSVILLE JCT.	1.9	
	8.8		2.5 GOGORZA	23.5	22		6.2		3.1 FARNSWORTH	5.0	24
	13.5		4.7 ALTUS	18.8	12		4.6		1.6 KINGSVILLE	3.4	40
	17.6		4.1 BARCLAY W	14.7	16		3.1		1.5 KINGSVILLE JCT.	1.9	
	21.8		4.2 DALE W	10.5	18		3.9		0.8 BARTON	1.1	32
	24.3		2.5 CEMENT QUARRY	8.0	9		5.0	Ry	1.1 ROY JD		
	24.7		0.4 LE GRAND	7.6					(5.0)		
	29.5	Sh	4.8 SUGAR HOUSE D	2.8	Yard						
	31.6		2.1 U. P. CROSSING	0.7							
	32.3	Fy	0.7 ROPER JDNBKOW		Yard						
			(32.3)								

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

Spur at Stoven has west end connection.

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

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

SPECIAL INSTRUCTIONS—MAMMOTH BRANCH.

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

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

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

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

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

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

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

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

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

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

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

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

3. Train Register books are located at:

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

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

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

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

Passenger trains only will register at Salt Lake City.

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

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

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

4. YARD LIMIT STATIONS:

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

Kenilworth to Kenilworth Junction.

Spring Canyon Junction.

Peerless to Mutual one yard.

Clear Creek, Scofield.

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

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

M. P. 9.5 to 12.0 Provo Canyon Branch, Heber.

West Jordan, Welby, Lead Mine to Bingham, Dalton, Riter to Garfield Smelter. Sugar House, Alexander, Dale, Le Grand, Park City.

Midvale to End of Track, Sub-Division 6-J.

4-A. All trains will move under flag protection over track used jointly by D. & R. G. W. and S. L. & U. Electric Line from S. L. & U. Crossing (3234 feet from switch on Tintic Branch Main Line) to Springville-Mapleton Sugar Works.

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

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

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

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

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

4-G. Rule 93 is modified as follows:

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

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

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

Sub-Division 6:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sub-Division 6-A:

Kenilworth Junction-Kenilworth: All retainers must be used on descending grades.

Sub-Division 6-B:

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

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

Sub-Division 6-F:

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

Sub-Division 6-G and 6-H:

Water brakes must be used between Knightville and Goshen on light engines and engines attached to all freight trains.

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

Westward freight trains must stop just east of Loop Bridge to cool wheels and inspect train.

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

Sub-Division 6-K:

Trains will use all retainers Bingham to Welby.

Sub-Division 6-N:

All retainers must be used between Altus and Gogorza, and between Altus and Sugar House, on freight and passenger trains.

Water brakes must be used between Altus and Sugar House, on light engines and engines attached to all freight trains.

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

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

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

Sub-Division	M. P. Location	Tracks Governed	Remarks
6	695.0	D. & R. G. W. and S. L. & U. main tracks.	Interlocking plant. Semaphore type signals. D. & R. G. W. rules govern both roads.
6	698.9	D. & R. G. W. Switch track and S. L. & U. main track: D. & R. G. W. main tracks and U. P. switch tracks.	Interlocking plant. Color light signals for normal movement, semaphore type for reverse movement. U. P. and D. & R. G. W. governed by their own rules; S. L. & U. governed by D. & R. G. W. rules.
6	705.7	D. & R. G. W. and U. P. main tracks.	Automatic signals. Color light signals without derails. Each road governed by its own rules and special instructions. (See Rule 667.)
6	744.2	D. & R. G. W. freight main tracks and U. P. main track.	Interlocking plant. Semaphore type signals. Each road governed by its own rules.
6	744.2	D. & R. G. W. passenger main tracks and U. P. main track.	Semi-Automatic signal protection. Color light signals without derails. Each road governed by its own rules and special instructions. Leverman located in tower at freight interlocking plant. (See Rule 662.)
7	771.2	D. & R. G. W. main track and U. P. branch track.	Semi-Automatic signal protection. Color light home and semaphore type fixed distant signals. U. P. trains stop. Normal position of derails and signals against U. P. Each road governed by its own rules and special instructions. If signal does not clear train must be preceded by a flagman.
6-J	1.8	D. & R. G. W. branch track and U. P. main track.	Semi-Automatic crossing. Color light dwarf signals. D. & R. G. W. trains stop. Normal position of signals and derails against D. & R. G. W. See instructions posted in box housing release mechanism.

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

Trains approaching the following crossings at grade, which are not protected by signals or derails, must stop at a point designated by stop board and not proceed until it is safe to do so. (See Rule 98).

Sub-Division	M. P. Location	Railroad Crossed	Remarks
6	700.6	S. L. & U.	On D. & R. G. W. wye. Gate. Operated by D. & R. G. W. Trainmen.
7	745.5	W. P.	Freight main tracks.
7	745.6	S. L. G. & W. and U. P.	
7	781.3	S. P.	
7	781.7	U. P.	Gate. Operated by D. & R. G. W. Trainmen.
6-G	42.0	U. P.	D. & R. G. W. trains have precedence.
6-I	0.1	S. L. & U.	
6-I	0.6	S. L. & U.	
6-K	2.0	S. L. & U.	
6-N	0.7	U. P.	

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

6-A. Denver and Rio Grande Western switch trains will cross over the U. P. track at Fourth West and South Temple Streets, Salt Lake City, under protection of flag.

6-B. Movements thru gauntlet track over State Street underpass, Sub-Division 6-J, will be as follows:

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

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

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

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

If the signal indication does not change to PROCEED due to train or engine on conflicting route having received but not accepted proceed indication, and if train or engine has stopped and is being delayed for any reason; or, if the signal indication does not change to proceed and no conflicting train or engine movements are evident, train or engineman will proceed to instrument case, located 100 feet south (by compass direction) of street crossing overpass and operate the time release assigned to his road.

When time release has been operated, if after an elapse of two minutes signal indication does not change to proceed the train or engineman at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and engineman, after sounding two long blasts of whistle (Rule 14-b) will proceed following flagman carefully to end of gauntlet track.

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

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

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

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

A. B. S.

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

6-D. Rule 510 is modified as follows:

"Between Helper and Thistle passenger trains may pass 'Grade Signal' when the 'G' is illuminated, in the same manner as freight trains."

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

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

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

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

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

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

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

REMOTE CONTROL SWITCHES AT THISTLE

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

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

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

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

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

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

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

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

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

6-I. Warning indicator has been installed on east side of viaduct at Soldier Summit and to the left of eastward track which displays a yellow indication when there is no eastward train movement between ABS 6528 and this indicator. When there is a train between ABS 6528 and the viaduct on the eastward track no light will be displayed on the indicator.

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

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

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

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

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

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

Sub-Div.	Mile	Description	Side or Overhead
6.....	626.5	Helper, Freight House Platform.....	Side.
6.....	626.6	East Water Crane, EB ML.....	Side.
6.....	626.7	West Water Crane, EB ML.....	Side.
6.....	626.7	West Water Crane, WB ML.....	Side.
6.....	630.3	Water Crane, WB ML.....	Side.
6.....	632.0	Bridge 632.02, EB ML.....	Side.
6.....	636.1	Nolan Tunnel, E. B. Track.....	Overhead.
6.....	639.3	Water Crane, Kyune Pass.....	Side.
6.....	639.8	Bridge 639.84, WB ML.....	Side.
6.....	639.8	Bridge 639.84, EB ML.....	Side.
6.....	651.7	Viaduct.....	Overhead.
6.....	661.0	West Water Crane, EB ML.....	Side.
6.....	661.0	East Water Crane, EB Pass.....	Side.
6.....	661.0	West Water Crane, WB ML.....	Side.
6.....	661.0	West Water Crane, WB Pass.....	Side.
6.....	680.9	Coal Chute, Old Main Track.....	Side.
6.....	702.8	Provo River Bridge.....	Side.
6.....	713.7	American Fork—Warehouse, Siding.....	Side.
6.....	734.5	Morrison-Merrill Fence, Stock Yards Track.....	Side.
6.....	742.5	Roper—Two crossover switches west of 21st South, Main Line.....	Side.
6.....	743.0	S. L. & U. Railway Bridge, EB.....	Side.
6.....	743.0	S. L. & U. Railway Bridge, WB.....	Side.
6.....	744.8	Viaduct—Freight Tracks.....	Overhead.
6-B.....	6.3	Goose Island Rescreener Plant.....	Side and overhead.

Sub-Div.	Mile	Description	Side or Overhead
6-B	7.0	Mutual Mine Tipple	Side and overhead.
6-C	21.1	Clear Creek Mine Tipple	Side and overhead.
6-C	21.5	Eagle Mine Tipple	Side and overhead.
6-D	14.8	Stockyard Platform	Side.
6-D	32.0	Freight House Platform	Side.
6-D	38.6	Station Platform	Side.
6-D	53.4	Station Platform	Side.
6-D	60.8	Station Platform	Side.
6-D	60.8	Central Utah Wool Co. platform	Side.
6-D	66.3	Beet Dump	Side.
6-D	70.5	Station Platform	Side.
6-D	72.9	Cauliflower Platform	Side.
6-D	82.5	Salt House	Side.
6-D	86.4	Stock Yard Platform	Side.
6-D	86.4	Platform on Wye	Side.
6-D	103.7	Station Platform	Side.
6-D	111.7	Station Platform	Side.
6-D	122.5	Sevier Tunnel	Overhead.
6-D	132.0	Stock Yard Platform	Side.
6-G	3.8	Station Platform	Side.
6-G	5.6	Bridge 5.55	Side.
6-G	10.8	Station Platform	Side.
6-G	17.3	Bulkhead to Beet Dump	Side.
6-G	22.1	Station Platform	Side.
6-G	29.0	Rock Dump	Side.
6-G	30.2	Tunnel	Overhead.
6-G	31.3	Rock Bank	Side.
6-G	32.2	Bridge 32.21	Side.
6-G	33.3	Rock Bank	Side.
6-G	34.6	Tunnel	Side and overhead.
6-G	35.3	Rock Bank	Side.
6-G	35.8	Rock Bank	Side.
6-I	6.2	Bridge 6.24	Side.
6-I	6.8	Rock Cut	Side.
6-I	7.8	Rock Cut	Side.
6-I	8.8	Bridge 8.75	Side.
6-I	18.1	Retaining Wall	Side.
6-I	21.7	Station Platform	Side.
6-J	2.8	Sandy, Loading Chute, Passing Track	Side and overhead.
6-K	.05	U. S. Smelter	Overhead.
6-K	.06	U. S. Smelter Bridge	Overhead.
6-K	.06	U. S. Smelter Flume	Overhead.
6-K	14.1	Cribbing on High Line	Side.
6-N	7.6	Le Grand—Rock Quarry, Passing Track	Side and overhead.
6-N	8.0	Cement Quarry, Passing Track	Side.
6-N	18.6	Tunnel	Side and overhead.
6-N	32.0	Park City, Keystone Loading Station	Side and overhead.
6-N	32.3	Park City, Silver King Loading Station	Side.
6-N	32.3	Station Platform	Side.
7	750.9	North Salt Lake Stock Yards	Side.
7	769.6	Wagon Bridge	Overhead.

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

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

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

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

TERRITORY	Passenger Trains Miles per Hour	Freight Trains Miles per Hour Coal & Ore	Other
Sub-Divisions 6 and 7: Except as specified below	55	40	40
Kyune to Lynn (eastward)	30	20	20
Lynn to Helper (eastward)	30	15	15
Soldier Summit to Gilluly (westward)	30	15	20
Gilluly to Detour (westward)	30	15	25
Detour to Rio (westward)	35	20	25

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

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

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

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

Sub-Division 6-A	12	12	12
Sub-Division 6-B	10	10	10
Sub-Division 6-C	15	15	15
Sub-Division 6-D	30	25	25
Sub-Division 6-E:			
Ephraim-Divide	18	15	15
Divide-Nephi	12	12	12
Sub-Division 6-F	12	12	12
Sub-Division 6-G:			
Silver City-Pearl	20	12	12
Pearl-Springville	35	25	25
Sub-Division 6-H	12	12	12
Sub-Division 6-I	25	20	20
Sub-Division 6-J	15	15	15
Sub-Division 6-K	20	12	12
Sub-Division 6-L	30	20	20
Sub-Division 6-M	20	12	12
Sub-Division 6-N:			
Roper-Gogorza	20	12	12
Gogorza-Park City	25	20	20
Main and State Streets, Salt Lake City	8	8	8
Sub-Division 7-A	20	20	20

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

Thru turn out spring switches at Nolan, Kyune, Scenic, Gilluly, Narrows, Thistle and East Roper	15	15	15
Thru turn out remote control switches Thistle, Midvale Siding, crossover at and switch entering East Roper yard	15	15	15
Thru other turn outs equipped with spring or remote controlled switches	25	25	25
In or out of other turn outs	15	15	15
Trailing thru spring switches on straight track	30	30	30
Thru Interlocker, Ironton	45	35	45
Thru Interlocker on freight main tracks 9th South, Salt Lake City	12	12	12
Thru other Interlockers	35	25	25
Over railroad crossing Lakota	30	30	30
Over railroad crossing passenger main track, 9th South, Salt Lake City	12	12	12
Between distant signals, railroad crossing M. P. 771.2	30	25	25
Over railroad crossing M. P. 771.2	20	20	20
Over other railroad crossings not interlocked	25	20	20

Maximum speeds permissible in any service by various classes of power and equipment, as follows:

	Miles per Hour
Class L-62.....	35
L-95, L-107, L-131, L-132.....	40
L-105.....	65
F-81.....	40
M-67, M-75, and M-78.....	50
K-59.....	55
Engines backing up.....	20
Engines dead with side rods up.....	25
Engines dead with all side rods down.....	15
Engines with one pair wheels swinging.....	10
Steam Derricks 022 and 025.....	35
Other derricks, steam shovels, clam shells, ditchers, pile drivers, scale test cars (except 010897), air dump cars (except K-J and Western), loaded system coke racks.....	25

Freight trains leaving Soldier Summit Westward must not exceed a speed of six miles per hour while pulling out of yard.

Eastward freight trains must use not less than:

23 minutes Kyune to Lynn.

Westward freight trains handling coal, ore or similar heavy loads, must use not less than:

38 minutes.....Soldier Summit to Gilluly,

19 minutes.....Gilluly to Detour,

20 minutes.....Detour to Narrows,

25 minutes.....Narrows to Thistle.

Westward freight trains not handling coal, ore or similar heavy loads, but consisting of only light loads or light loads and empties, must use not less than:

28 minutes.....Soldier Summit to Gilluly,

47 minutes.....Gilluly to Thistle.

9-B. City ordinance speed limits as follows:

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

10. Company surgeons are located as follows:

Name	Location	Name	Location
Geo. H. Curfman,	Denver.	K. B. Castleton.....	Salt Lake City.
Chief Surgeon.....		J. J. Galligan.....	Salt Lake City.
R. S. Allison,	Salt Lake City.	Clark L. Rich.....	Ogden.
Asst. Chief Surgeon.....		J. R. Morrell.....	Ogden.
A. R. Demman.....	Helper.	L. R. Pugmire,	Ogden.
E. V. Long.....	Castle Gate.	Oculist and Aurist.....	Ogden.
John R. Anderson.....	Springville.	W. R. Wherritt.....	Heber.
L. D. Stewart.....	Payson.	Max W. Stewart.....	Dividend.
A. E. Robison.....	Provo.	S. E. Rigby.....	Fairview.
L. W. Oaks, Eye.....	Provo.	H. E. Dice.....	Moroni.
K. E. Noyes.....	American Fork.	R. E. Jorgenson.....	Ephraim.
E. Eddington.....	Lehi.	Lucien Sears.....	Manti.
A. J. Hosmer.....	Midvale.	C. L. Merrill.....	Salina.
F. R. Slopanskey,	Salt Lake City.	T. R. Gledhill.....	Richfield.
Oculist and Aurist.....		K. L. Jenkins.....	Marysville.
M. C. Lindem.....	Salt Lake City.	T. C. Weggeland.....	Garfield.
F. D. Spencer.....	Salt Lake City.	H. I. Goodwin.....	Park City.
		O. W. Hardy.....	Clear Creek.

10-A. Hospitals are located as follows:

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

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.—

When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

Personal Injury Report (Form 3922)	Fire Report (Form 4119)
Names of Passengers (Form 4009)	Stock Report (Enginemen, Form 3511)
Ejectment (Form 3926)	Stock Report (Sectionmen, Form 4117)
Inspection (Form 4012)	

10-C. SURGICAL ATTENTION.—(Passengers and Employees): Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and if seriously injured calling the nearest competent surgeon to be had, until the Company's surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called,

he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others): When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company, except the emergency attention above noted.

10-D. Parties calling surgeons should explain as fully as possible the nature of the injuries, so that the surgeon may know what equipment to bring with him.

CONDITIONAL TRAIN STOPS

11. Nos. 1, 2, 5, 6, 19, and 20 will stop at any station to discharge pay passengers ticketed through from foreign lines, or to pick up pay passengers ticketed through to points on foreign lines.

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

11-B. No. 2 will stop at any station to pick up pay passengers for points east of Grand Junction, and stop at any station between Salt Lake and Provo to pick up pay passengers for east of Thistle, and will stop at Royal and Castle Gate to exchange mail.

11-C. No. 5 stop at Provo to discharge pay passengers from Denver and pick up pay passengers for Salt Lake. No. 6 stop at Provo to pick up pay passengers for Denver.

11-D. Nos. 11 and 12 will stop at Birds Eye Marble Spur, Clinton, and on signal at Ivie and Grove, and No. 11 will stop on signal at road crossing near Milburn to load milk.

12. Switch at end of two main tracks, Helper, will be kept lined for westward track. Switch at end of two main tracks, Dern, will be kept lined for eastward track.

12-A. SPRING SWITCHES

Miles from Denver	Location Spring Switches	Normal Positions
625.6	Helper	D. T. Westward
625.7	Helper	Independent Lead
634.8	Nolan-East end siding	E. B. Main Line
635.7	Nolan-West end siding	W. B. Main Line
638.9	Kyune-East end siding	E. B. Main Line
656.2	Scenic-East end siding	E. B. Main Line
661.4	Gilluly-West end siding	W. B. Main Line
665.0	Detour-East end siding	E. B. Main Line
671.6	Narrows-East end siding	E. B. Main Line
672.7	Narrows-West end siding	W. B. Main Line
681.5	Thistle-West end siding	W. B. Main Line
702.6	Dern	Entering double track
740.7	East Roper	E. B. Main Line

12-B. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Miles from Denver	Points	Miles from Denver	Points	Miles from Denver	Points
626.6	Trailing.	651.8	Facing.	681.0	Trailing.
626.8	Facing.	656.1	Facing.	682.3	Trailing.
627.4	Trailing.	657.3	Trailing.	682.3	Facing.
628.8	Trailing.	660.2	Facing.	684.1	Facing.
629.6	Facing.	660.2	Trailing.	685.0	Trailing.
630.1	Trailing.	661.8	Facing.	688.6	Trailing.
630.6	Trailing.	661.8	Trailing.	695.7	Trailing.
631.2	Facing.	665.0	Facing.	695.7	Facing.
631.6	Trailing.	666.1	Trailing.	699.2	Facing.
637.1	Trailing.	671.6	Trailing.	699.9	Trailing.
641.9	Trailing.	672.7	Facing.	700.4	Trailing.
644.1	Trailing.	676.4	Facing.	700.9	Trailing.
644.7	Trailing.	677.1	Trailing.	701.0	Facing.
645.3	Facing.	680.0	Facing.	735.9	Trailing.
650.3	Trailing.	680.7	Facing.	740.8	Facing.
650.8	Facing.	680.9	Facing.	742.5	Facing.
651.2	Facing.			743.6	Trailing.
651.6	Trailing.				

13. Water Tank at Utah Sugar Works, M. P. 715.7.
Water Tank at Mill Fork, M. P. 669.8.

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

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

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

ADJUSTED TONNAGE RATINGS

FROM	TO	Class L-131L-132 Engines 3600-3619	Class L-107 Engines 3500-3509	Class L-105 Engines 3700-3709	Class L-95 Engines 3400-3415	Class L-62 Engines 3300-3367	Class M-68 Engines 1800-1804	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-64 M-67 Engines 1700-1713 1501-1510 1521-1530	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199 Super- heated	Class C-38-39-41 Engines 900-925 1000-1029	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Helper.....	Kyune.....	1900	1500	1400	1170	870	920	1250	1110	975	760	600		3
Salt Lake.....	Thistle.....		4770	5000	3920	3200	3300	3750	3320	2980	2260	2080		6
Thistle.....	Soldier Summit.....	2250	1860	1750	1460	1080	1110	1500	1310	1200	940	850		3
Provo.....	Salt Lake.....		6580	8000	5720	3750	4950	6000	5320	4700	3600	3250		8
Salt Lake.....	Ogden.....									3500	3100	2750		8
Ogden.....	Salt Lake.....									3500	3100	2750		8
Kenilworth Junction.....	Kenilworth.....				1040	625						525		2
Colton.....	Seofield.....											810	670	3
Seofield.....	Clear Creek.....											540	440	2
Sugar House.....	Altus.....				550	330						320	275	1
Gogorza.....	Altus.....				1000	650						590	495	2
Midvale.....	Welby.....				1385	930						680	580	2
Welby.....	Dalton.....				1000	650						550	525	2
Dalton.....	Bingham.....				600	350						300	285	1
Welby.....	Midvale.....				2220	1480						1100	930	4
Garfield.....	Welby.....				3560	2430						1790		5
Provo.....	Heber.....											750	620	3
Springville.....	Santaquin.....					1950						1500		5
Goshen.....	Santaquin.....					1950						1500		5
Goshen.....	Knightville.....					625						450		2
Silver City.....	Knightville.....					800						580		2
Pearl.....	Dividend.....					450						350		1
Thistle.....	Hilltop.....		2275		1935	1250						1040	860	4
Salina.....	Hilltop.....		3390		3035	1975						1570	1470	5
Nephi.....	Divide.....											320	275	1

TONNAGE RATINGS

These ratings are the usual tonnage ratings for dead freight trains. Chief Dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify.

In computing tonnage, the adjustment factor represents the number of tons, which shall be added to the total weight of each car, loaded or empty, including the caboose. Tonnage hauled may exceed the rating by a fraction of a car.

The car limit, excluding caboose, on westward freight trains between Soldier Summit and Thistle is 85 cars when train consists of coal, ore or similar heavy commodities, or when train consists of heavy loads and empties; 100 cars when train consists of merchandise and light loads (excludes coal, ore or similar heavy loads) or light loads mixed with empties, and 110 cars when train consists entirely of empties.

OPEN HOURS OF OFFICE OF COMMUNICATION

	Week-Day Hours	Sunday and Holiday Hours	Week-Day Hours	Sunday and Holiday Hours
Helper.....	Continuous	Continuous	Gunnison.....	7:00 a. m. to 4:00 p. m.
Kyune.....	Continuous	Continuous	Salina.....	7:30 a. m. to 4:30 p. m.
Soldier Summit.....	Continuous	Continuous	Stigurd.....	7:50 a. m. to 4:50 p. m.
Thistle.....	Continuous	Continuous	Richfield.....	8:00 a. m. to 5:00 p. m.
Springville.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Elsinore.....	6:30 a. m. to 3:30 p. m.
Provo.....	Continuous	Continuous	Marysvale.....	7:00 a. m. to 4:00 p. m.
Midvale.....	7:00 a. m. to 11:00 p. m.	7:00 a. m. to 11:00 p. m.	Spanish Fork.....	9:00 a. m. to 6:00 p. m.
Roper.....	Continuous	Continuous	Payson.....	8:00 a. m. to 5:00 p. m.
Salt Lake City.....	Continuous	Continuous	Goshen.....	9:00 a. m. to 6:00 p. m.
North Salt Lake.....	7:15 a. m. to 4:15 p. m.	Closed	Eureka.....	8:00 a. m. to 5:00 p. m.
Layton.....	8:00 a. m. to 5:00 p. m.	Closed	Heber.....	8:00 a. m. to 5:00 p. m.
Roy.....	9:00 a. m. to 6:00 p. m.	Closed	Garfield.....	7:30 a. m. to 4:30 p. m.
Transfer.....	Continuous	Continuous	Sugar House.....	7:00 a. m. to 4:00 p. m.
Fairview.....	9:00 a. m. to 6:00 p. m.	Closed	Park City.....	8:00 a. m. to 5:00 p. m.
Mt. Pleasant.....	8:00 a. m. to 5:00 p. m.	Closed		
Ephraim.....	9:00 a. m. to 6:00 p. m.	Closed		
Manti.....	6:35 a. m. to 3:35 p. m.	1:35 p. m. to 3:35 p. m.		

Tracks not Shown as Stations in Time-Table

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
SUB-DIVISION 6				SUB-DIVISION 6-M			
Kenilworth Junction.....	627.4	Yard	West	Snyder.....	2.8	4	West
Lynn.....	632.0	100	East	SUB-DIVISION 6-N			
Mill Fork.....	660.8	11	West	Temple.....	1.0	39	E. & W.
Diamond.....	683.1	5	West	Forest Dale.....	2.0	15	E. & W.
Castilla Sand Spur (Disconnected).....	684.8	9	West	Wilford.....	2.6	55	West
Law.....	692.1	12	West	Alexander.....	5.4	4	West
Ironton { Republic Creosoting Co. Columbia Steel Co. Pacific States Cast Iron Pipe Co. }	699.0	Yard	E. & W.	Fletcher (Disconnected).....	27.0	2	West
Knudsen.....	702.4	12	East	Maokintesh Sampler.....	31.6	Yard	West
Cronin.....	706.9	17	East	Ontario Mine Spur.....	33.9	18	East
Love.....	708.3	8	West	SUB-DIVISION 6-I			
Wing.....	712.4	18	E. & W.	Knight Coal Co.....	0.7	9	East
Utah Sugar Works.....	715.7	75	E. & W.	Provo Ice and Storage Co.....	1.7	5	West
Lampton.....	730.7	20	East	Provo Pressed Brick Works.....	2.1	15	West
Gaddie.....	732.7	11	East	Booth Spur.....	3.6	13	West
Smelter.....	737.4	92	E. & W.	Deer Creek.....	16.4	10	E. & W.
Fire Clay, Westward Track.....	739.0	27	East	SUB-DIVISION 6-G			
Dunford, Westward Track.....	740.6	10	East	Springville-Mapleton Sugar Factory.....	1.6	85	West
SUB-DIVISION 7				Snell.....	3.1	12	East
Elliott.....	751.2	10	East	Spanish Fork Sugar Factory.....	5.1	93	E. & W.
Powder House.....	752.2	4	East	Leland.....	6.1	7	West
Valencia.....	753.2	12	East	Lewis.....	7.8	8	West
Haight.....	762.1	6	West	Lant.....	23.1	16	West
Flint.....	766.0	9	East	Elberta.....	25.2	7	East
Layton Sugar Works.....	768.0	150	West	Saddle.....	36.7	12	E. & W.
Bennett Branch (Layton Sugar Co. Tracks).....	768.0	Yard	West	Eagle and Blue Bell Mine.....	38.6	14	West
Ellison.....	769.2	8	East	Gemini Mine.....	38.9	50	West
Smith's Siding.....	770.7	9	East	Chief Con. Mine.....	39.1	60	West
Mabey.....	771.0	11	West	Tintie Mill.....	43.1	Yard	West
Smith's Canning Co.....	771.2	12	West	Godiva (Eagle and Blue Bell Spur).....	1.0	30	East
Clearfield.....	772.0	20	East	SUB-DIVISION 6-D			
Gifford.....	773.6	20	E. & W.	Birdseye Marble.....	4.6	2	West
Star Canning Works.....	774.3	12	East	Manning.....	37.1	10	East
Taylor.....	777.6	146	E. & W.	Gunnison Sugar Factory.....	75.0	Yard	West
Amalgamated Sugar Works.....	779.5	146	East	Wright.....	81.0	192	West
Evona.....	779.9	30	East	Harding.....	88.6	8	West
SUB-DIVISION 7-A				Ivie—Mill Spur.....	90.2	12	West
Kingsville.....	1.7	35	West	Ivie—Beet Spur.....	90.3	17	East
Farnsworth (Interstate Sugar Co. Track).....	1.6	22	West	Kane.....	93.5	24	E. & W.
Farnsworth (West Point Canning Co.).....	1.6	12	West	Bastian.....	94.8	9	West
Hooper Sugar Works.....	3.5	99	West	Gurr (Jumbo Mill Spur).....	97.1	9	West
Hooper Canning Works.....	3.6	21	West	Jumbo Mill.....	97.6	30	West
Cox.....	5.0	20	West	Emil.....	98.7	9	West
SUB-DIVISION 6-C				Kema.....	100.0	13	West
Monay Coal Co.....	13.8	22	West	Martinez.....	102.0	10	West
SUB-DIVISION 6-K				Soto.....	102.9	15	West
U. S. Smelter.....	0.5	Yard	West	Dabell.....	104.9	10	West
West Jordan Milling Co.....	0.3	8	West	Jensen.....	107.3	14	East
Robbe.....	9.5	2	East	Silver.....	107.4	10	East

SIGNAL MAINTAINERS

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

LOCAL WATCH INSPECTORS

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