UTAH RAILWAY COMPANY

UTAH RAILWAY JUNCTION—MOHRLAND AND BRANCHES, INCLUDING NATIONAL COAL RAILWAY [Utah Railway Co., Lessee]

EMPLOYES' TIME TABLE

To Take Effect Sunday, February 22, 1931

12:01 A. M., "Mountain Time"

For the government and information of employes only, and not intended for the use of the public.
The right is reserved to vary from this Time Table at pleasure.

G. S. ANDERSON,
Vice-President and General Manager

R. J. VAUGHAN,
Superintendent

Utah Railway Company

WESTWARD — MAIN LINE — EASTWARD

Time Table No. 96
February 22, 1931

Miles from Mohrland	Telegraph Call	STATIONS	Miles from Utah Railway Junction	Car Capacity of Sidings
0.0		Mohrland	25.7	Yard
		3.5		
3.5	HW	NP KINGMINE †CWY RB*	22.2	Yard
		4.5		
8.0		P WATTIS JUNCTION	17.7	42
		4.9		
12.9		P HEALY	12.8	72
		3.9		
16.8		P GORDON CREEK	8.9	8
		1.7		
18.5		P DARRAH	7.2	0
		1.1		
19.6		P WILD CAT	6.1	118
		3.7		
23.3		Block Signals: P JACOBS	2.4	0
		0.3		
23.6		ASHTON	2.1	38
		1.3		
24.9	MA	NP MARTIN †CWY RB* — Double Track	0.8	Yard
		0.8		
25.7		Utah Ry. Junction	0.0	0

SPECIAL INSTRUCTIONS

A-1—Eastward trains are superior to Westward trains of the same class.

A-2—Yard Limit Stations: Utah Railway Junction to and including East Yard Limit Board at Martin; Wild Cat; Wattis Junction; and West Yard Limit Board at Kingmine to and including Mohrland and East Hiawatha.

A-3—All Westward trains will stop at Wild Cat ten (10) minutes to cool wheels and inspect train.

A-4—No train will exceed speed of 15 miles per hour over bridges 2.52—Jacobs—and 9.56—Gordon Creek.

A-5—No train will exceed speed of 25 miles per hour Utah Railway Junction to M. P. 9. No Eastward train will exceed speed of 20 miles per hour M. P. 9 to Mohrland. No Westward train will exceed speed of 15 miles per hour Mohrland to M. P. 9.

A-6—Spring switch is located at east end of double track, Martin.

WESTWARD — Spring Canyon Branch — EASTWARD

Miles from Standardville	Telegraph Call	STATIONS Time Table No. 96 February 22, 1931	Miles from Jacobs	Car Capacity of Sidings
0.0		STANDARDVILLE	3.6	Yard
		1.0		
1.0		SPRING CANYON	2.6	Yard
		0.5		
1.5		PEERLESS	2.1	Yard
		2.1		
3.6		JACOBS	0.0	0

SPECIAL INSTRUCTIONS

A-7—Eastward trains are superior to Westward trains of the same class.

A-8—Yard Limit Stations: From derail at Jacobs to 3000 feet east on Spring Canyon Branch, and from 600 feet west of Peerless to end of track at Standardville.

A-9—Westward trains will not exceed speed of 12 miles per hour and Eastward trains will not exceed speed of 20 miles per hour on Spring Canyon Branch.

WESTWARD — Wattis Branch — EASTWARD

Miles from Wattis Junction	Telegraph Call	STATIONS Time Table No. 96 February 22, 1931	Miles from Wattis	Car Capacity of Sidings
0.0		P WATTIS JUNCTION	2.5	42
		2.5		
2.5		WATTIS	0.0	Yard

SPECIAL INSTRUCTIONS

A-10—Yard Limit Stations: Wattis Branch.

A-11—No train will exceed speed of 12 miles per hour on Wattis Branch.

National Coal Railway Company
(UTAH RAILWAY COMPANY, Lessee)

WESTWARD	Miles from Union	Telegraph Call	STATIONS Time Table No. 96 February 22, 1931	Miles from Darrah	Car Capacity of Sidings	EASTWARD
			END OF TRACK			
			0.3			
	0.0		UNION	8.7	Yard	
			0.2			
	0.2		CONSUMERS	8.5	Yard	
			0.3			
	0.5		NATIONAL	8.2	38	
			0.9			
	1.4		GREAT WESTERN	7.3	4	
			4.6			
	6.0		JEX	2.7	71	
			2.7			
	8.7		DARRAH	0.0		

SPECIAL INSTRUCTIONS

A-12—Eastward trains are superior to Westward trains of the same class.

A-13—Yard Limit Stations: From derail at Darrah to 2900 feet east on National Coal Railway, and from Mile Post 2.1 to end of track.

A-14—All Westward trains will stop at Mile Post 2.9 fifteen (15) minutes to cool wheels and inspect train.

A-15—Westward trains will not exceed speed of 12 miles per hour and Eastward trains will not exceed speed of 20 miles per hour on National Coal Railway.

SPECIAL RULES

1. Rules and Regulations of the Operating Department of The Denver and Rio Grande Western Railroad Company and Special Rules and Instructions contained in The Denver and Rio Grande Western Railroad Company's current time tables governing the general movements of trains over the jointly operated tracks between Provo and Utah Railway Junction, are hereby adopted and shall be complied with by all trains operating between Utah Railway Junction and Mohrland and branches, including the National Coal Railway, which do not conflict with special instructions issued by Utah Railway Company.

2. Westward freight trains between Kingmine and Wild Cat shall use all pressure retaining valves,—head two-thirds in heavy position and rear one-third in light position (on empty cars whenever pressure retaining valves are used, they shall be in light position).

From Wild Cat to Martin, one-third of pressure retaining valves on head end of train shall be used in light holding position, or more if engineer requests.

On Spring Canyon and Wattis Branches and National Coal Railway all pressure retaining valves shall be used in heavy position descending grades, except on empty cars, which shall be in light position.

From Darrah to Martin and from Jacobs to Martin, pressure retaining valves shall be used in light position on head one-third of train, or more if engineer requests.

When descending grades on Spring Canyon and Wattis Branches and National Coal Railway, all loaded cars which are not equipped with standard 10-20 pound retaining valves shall be stubbed with same.

3. Following are standard air pressures to be maintained:

With single top governor, main reservoir pressure maximum 130 lbs.

With Duplex SF governor, maximum 130 lbs., minima 100 lbs. and 120 lbs.

On all trains of loaded cars on grades over 3%, brake pipe pressure shall be 90 lbs.; on less than 3% grades, brake pipe pressure shall be 80 lbs.

On trains of empty cars, brake pipe pressure shall be 70 lbs.

Engineers will not attempt to release brakes after full stop without a maximum main reservoir pressure of 130 lbs.

4. In handling trains of loaded cars descending the Spring Canyon Branch or National Coal Railway fifty (50) cars will be the maximum number in any one train if train consists of Utah Coal Route and Utah Railway cars and not more than five (5) cars other than Utah Coal Route and Utah Railway cars.

When more than five (5) and not more than ten (10) cars other than Utah Coal Route and Utah Railway cars in any one train of loads descending the Spring Canyon Branch or National Coal Railway, forty-five (45) cars will be the maximum number in any one train.

When more than ten (10) cars other than Utah Coal Route and Utah Railway cars are in any one train of loads descending the Spring Canyon Branch or National Coal Railway, forty (40) cars will be the maximum number in any one train.

When the entire train consists of cars other than Utah Coal Route and Utah Railway cars, thirty (30) cars will be the maximum number in any one train.

RULES GOVERNING THE AUTOMATIC BLOCK SIGNALS

DEFINITIONS

BLOCK—A length of track of defined limits, the use of which by trains is governed by block signals.

FIXED SIGNAL—A signal of fixed location indicating a condition affecting the movement of trains.

BLOCK SIGNAL—A fixed signal governing the use of a block.

BLOCK SYSTEM—A series of consecutive blocks.

AUTOMATIC BLOCK SYSTEM—A series of consecutive blocks governed by block signals operated by electricity, pneumatic, or other agency actuated by a train or by certain conditions affecting the use of a block.

RULES

Rule 1. All automatic block signals are normally dark.

Rule 2. Indications are given by two lights of prescribed color, GREEN Proceed, RED Stop.

Rule 3. When a train finds one of the automatic block signals in stop indication, train may proceed to, but not pass the signal, send flagman ahead immediately, wait five (5) minutes (except as provided in rule 4) then proceed, following the flagman carefully, (not to exceed eight (8) miles per hour) to the next signal in advance governing the direction in which the train is moving.

Rule 4. When a train finds automatic block signals No. 16 or No. 45 in stop indication, train will come to a stop, send flagman ahead immediately, wait ten (10) minutes, then proceed following the flagman carefully (not to exceed six (6) miles per hour) to the next signal governing the direction in which the train is moving.

Rule 5. When a train is stopped by a block signal which is evidently out of order and not so indicated the fact must be reported to the Chief Dispatcher, giving him the signal number from the first point of communication.

Rule 6. Trainmen must be careful to set train or cars on sidings beyond the insulated joints which are placed in the track at the fouling point, otherwise if set behind or over the fouling point toward the main track the signal protecting the block will indicate STOP.

Rule 7. Enginemen and trainmen are reminded that even though one signal has given a proceed indication, the next signal may assume a stop indication while the train is between the two signals. For this reason trainmen and enginemen must be on the alert and prepared to bring the train to a stop if the next signal indicates stop and be governed by rules 3 and 4.

Rule 8. In foggy or stormy weather enginemen must approach all signals with great care, prepared to respect the indication given.

Rule 9. Engineers must watch and know positively the signal indication. Also firemen and trainmen who may be riding on or in the engine shall keep a close lookout as in some localities the first view can be had from the fireman's side.

Rule 10. Where switch indicators are used the indications displayed do not relieve the enginemen and trainmen from protecting their trains as required by the rules.

Rule 11. If necessary to clean the ashpan or cinders from the smoke arch inside of block signal limits the ashes and cinders must be immediately removed from between the rails by the fireman if no one else is available for the purpose.

Rule 12. The installation of the automatic block signal system does not in any way supersede the superiority of trains nor dispense with the use or observance of other rules and signals whenever or wherever they may be required and under no circumstances does the

installation of the automatic block signal system relieve the enginemen and trainmen from protecting their train as required by the rules. If an automatic block signal gives no indication, you will be governed as though the signal indicated STOP.

Rule 13. On single track, block signals for a track will apply only to trains in the direction of their movements.

Rule 14. On double track, block signals will apply only to trains moving with the current of traffic.

Rule 15. On double track, when a train finds an Automatic Block Signal in stop indication, it may proceed to, but not pass, the signal and stop, and may then proceed at slow speed not exceeding eight (8) miles an hour, expecting to find train in the block, broken rail, obstruction, or switch not properly set.

Rule 16. On double track, an engineman of a train entering a block as provided by these rules will be held responsible in case of accident caused by overtaking a preceding train. This does not relieve enginemen or trainmen from protecting their train as required by the rules.

AUTOMATIC BLOCK SIGNAL RULES AND INSTRUCTIONS

The end of block on the Spring Canyon Branch is located 600 feet east of Automatic Block Signal No. UT 05. Westward trains on Spring Canyon Branch entering the block will receive stop indication in Automatic Block Signal No. UT 05. All trains will stop to clear this signal and derail. Before lining derail for main track, trainmen will ascertain position of switch indicator, and if semaphore arm is in perpendicular position the derail and main track junction switch at Jacobs may be lined for Spring Canyon Branch track.

Automatic Block Signal No. 16 is located just west of Tunnel No. 1. Automatic Block Signal No. 45 is located just east of Tunnel No. 2. Automatic Block Signal UT 05 is located east of derail on Spring Canyon Branch east of Jacobs.

Derail on the Spring Canyon Branch and the switches at Ashton and east end No. 1 and North 1 tracks at Martin have indicators installed in close proximity to the switch stands. These switch indicators are of the position type and when the semaphore arm is in a perpendicular position it indicates that the main track is unoccupied, and when the semaphore arm is in a horizontal position it indicates that the main track is occupied.

EXTRACTS FROM REVISED STATUTES OF UTAH RINGING BELLS AND BLOWING WHISTLES AT CROSSINGS

Section 447—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 eighty rods from any street, road or highway crossing, until such street, road or highway shall be crossed, but the sounding of a locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid, except in towns and at terminal points; 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.

MOVEMENT OVER RAILROAD CROSSINGS

Section 447—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 four hundred feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches are adopted, such stops shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section, shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damages which any person may sustain by reason of such neglect.

GRADE CROSSING PERMIT NO. 154, PUBLIC UTILITIES COMMISSION OF UTAH

* * * It is therefore ordered, adjudged, and decreed, that the applicant, Utah Railway Company, be and it is hereby authorized to change the present crossing, and construct, maintain, and operate two standard gauge railroad tracks across the paved highway at approximately the same location at Utah Junction, Carbon County, Utah. ORDERED FURTHER, That the applicant, Utah Railway Company, shall provide such crossing signs and warnings as may be necessary from the viewpoint of public safety, shall move all its trains over said crossing under flag protection, and at all times, shall maintain said crossing in good condition, in conformity with the grade of said crossing.

EMPLOYES TO WEAR OFFICIAL BADGES

Section 452—Every conductor, baggage master, brakeman, or other employe of said railroad company, employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap, or in some conspicuous place on the breast of his coat, a badge indicating his office or station, and the initial letters of the name of the company by which he is employed; and no collector or conductor, without such badge, shall demand or be entitled to receive from any passenger, any fare, or ticket, or exercise any of the powers of his office or station, or interfere with any passenger or property.

EXPLANATION OF CHARACTERS

N—Day and Night Telegraph Office.
D—Day (Only) Telegraph Office.
No—Night (Only) Telegraph Office.
C—Coal
W—Water.
Y—Wye.
B—Bulletins.
†—Standard Clock.
R—Register.
P—Telephone.
*—Sand.

OVERHEAD OBSTRUCTIONS

Tunnels Nos. 1 and 2—22 feet from top of rail.
Peerless tipple—21 feet from top of rail.
Spring Canyon tipple—22 feet 6 inches main line from top of rail.
Consumers tipple—17 feet 10 inches from top of rail.
Union tipple, main track——22 feet 6 inches from top of rail.

REGISTER, BULLETIN AND STANDARD CLOCK STATIONS

R-B†—Kingmine, ... Martin ..... Provo

SURGICAL DEPARTMENT

Dr. M. C. Lindem, Chief Surgeon .....Salt Lake City
Dr. Fred W. Taylor .....Provo
Dr. F. J. Lemon .....Kingmine
Dr. E. V. Long .....Castle Gate

HOSPITALS

St. Marks .....Salt Lake City
Emergency .....Kingmine

SURGICAL ATTENTION

Whenever employes or others are injured, everything must be done to care for them properly; either calling the Company's nearest surgeon to treat them (and if

SPECIAL RULES—Continued

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.

When persons not employes (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.

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.

ENGINE RATING

Bulletin instructions will govern.

SPEED TABLE

Speed per Hour	Time of Performance			Speed per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	m. s.	m. s.	m. s.	Miles	m. s.	m. s.	m. s.
1	15 00	30 00	60 00	14	1 04	2 08	4 17
2	7 30	15 00	30 00	15	1 00	2 01	4 00
3	5 00	10 00	20 00	16	0 56	1 52	3 45
4	3 45	7 30	15 00	17	0 52	1 49	3 31
5	3 00	6 00	12 00	18	0 50	1 40	3 20
6	2 30	5 00	10 00	19	0 47	1 34	3 09
7	2 08	4 17	8 34	20	0 45	1 30	3 00
8	1 52	3 45	7 30	21	0 43	1 25	2 51
9	1 40	3 20	6 40	22	0 41	1 22	2 44
10	1 30	3 00	6 00	23	0 39	1 18	2 37
11	1 21	2 43	5 27	24	0 37	1 15	2 30
12	1 15	2 30	5 00	25	0 36	1 12	2 24
13	1 09	2 18	4 37				

Robert Crosbie, Traveling Engr. & Trainmaster, Provo
J. B. Somo, Master Mechanic ..... Provo

CHIEF DISPATCHER

A. F. Drury ..... Martin

TRAIN DISPATCHERS

R. C. Sheldon ..... Martin
G. D. Wood ..... Martin

EXTRA DISPATCHER

A. L. Adams ..... Martin