

Master

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

**SALT LAKE DIVISION**

**TIME-TABLE**

**No. 101**

**Takes Effect Sunday, June 17, 1928**

**at 12.01 A. M.**

**Standard Time, 105th Meridian**

**Superseding Time-Table No. 100 and Supplements Thereto**

**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**

**A. C. SHIELDS,  
General Manager**

**L. F. WILSON,  
Assistant General Manager**

**R. K. BRADFORD  
Superintendent Transportation**

**S. L. RACEY  
Superintendent**

## WESTWARD

## MAIN LINE

SECOND CLASS						FIRST CLASS			Sub-Division 6 STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Denver	Car Capacity Passing Tracks	
		137 Freight	61 California Fast Freight	65 Fast Freight			3 Passenger	1 Scenic Limited	7 Panoramic Special				
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily				
			11 15 <sup>AM</sup> 62	12 45 <sup>AM</sup>			12 50 <sup>PM</sup>	4 30 <sup>AM</sup>	2 40 <sup>AM</sup>	gr	555.2	Yard	
			11 40	1 10			f 1 00	4 40	2 52		561.3	104	
			12 01 <sup>PM</sup>	1 36 <sup>28</sup>			f 1 10	4 50	3 04		568.0	95	
			12 25	1 58			f 1 22	5 02	3 18		574.7	66	
			12 45	2 15			s 1 32	5 10	3 26	wd	580.6	96	
			1 10	2 40			f 1 48	5 20	3 40		586.9	104	
			1 35	3 10			f 1 58	5 33	3 55		593.5	91	
			1 50	3 30			f 2 08 <sup>4</sup>	5 42	4 06		599.4	104	
			5 00 <sup>PM</sup>	2 02 <sup>4</sup>	3 50		s 2 20	5 50	4 13	mu	603.2	95	
			5 15	2 15	4 03		f 2 28	5 58	4 22		608.7	91	
			5 30	2 25	4 15		f 2 36	6 05	4 30		613.5	114	
			6 00	2 55 <sup>3</sup>	4 40 <sup>7</sup>		s 2 55 <sup>61</sup>	6 20 <sup>62</sup>	4 40 <sup>65</sup>	cv	619.1	Yard	
			6 10	3 10	5 00		3 00	6 24	4 45		621.8	88	
			7 00 <sup>PM</sup>	3 34 <sup>32</sup>	5 30		s 3 20	s 6 40	s 5 00		626.5	Yard	
				4 01	5 40		3 25	6 45	5 07	DOUBLE TRACK	628.8	78 East 68 West	
				4 15	5 50		s 3 34	6 50	5 10		cg	630.3	Yard
				4 25	6 00		x 3 40	6 54	5 14			631.6	Yard
				5 01	6 25		f 3 58	7 08	5 28			635.1	82 East 101 West
				5 45	7 00		f 4 10	7 25	5 38		kn	639.3	44
				6 05	7 40 <sup>1</sup>		s 4 25	x 7 40 <sup>65</sup>	5 50	cn	644.5	Yard	
				6 45 <sup>PM</sup>	8 45 <sup>AM</sup>		4 45 <sup>PM</sup>	8 00 <sup>AM</sup>	6 05 <sup>AM</sup>	jf	651.4	Yard	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		(96.2)		
			2.00 11.6	7.30 12.8	8.00 12.0		3.55 24.6	3.30 27.5	3.25 28.2		Schedule Time Average Speed per Hour		

All other second and inferior class and extra trains must clear the time of trains 28, 30 and 32 Five Minutes.

WESTWARD		PLEASANT VALLEY BRANCH				EASTWARD	
SECOND CLASS	Miles from End of Track	Sub-Division 6-D STATIONS TIME-TABLE No. 101 JUNE 17, 1928				Miles from Colton	SECOND CLASS
651 Mixed							652 Mixed
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday
		END OF TRACK 0.3				21.4	
	0.3	CLEAR CREEK 3.4				21.1	Yard
	3.7	UTAH MINE 2.5				17.7	
3 10 <sup>PM</sup>	6.2	mi	SCOFIELD 6.1		15.2	Yard	1 20 <sup>PM</sup>
f 3 40	12.3	HALE 9.1				9.1	f 12 50 <sup>PM</sup>
4 20 <sup>PM</sup>	21.4	cn	COLTON D.W.Y.			Yard	12 10 <sup>PM</sup>
Arrive Daily Ex. Sunday		(21.4)					Leave Daily Ex. Sunday
1.10 13.0		Schedule Time Average Speed per Hour					1.10 13.0

WESTWARD		PLEASANT VALLEY BRANCH				EASTWARD	
SECOND CLASS	Miles from Clear Creek	Sub-Division 6-E STATIONS TIME-TABLE No. 101 JUNE 17, 1928				Miles from Colton	SECOND CLASS
652 Mixed							652 Mixed
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday
	8.5	WINTER QUARTERS 2.3				17.5	Yard
	6.2	mi	SCOFIELD D.W.Y.		15.2	Yard	
		(2.3)					

# MAIN LINE

# EASTWARD

Miles from Soldier Summit	Sub-Division 6 STATIONS TIME-TABLE No. 101 JUNE 17, 1928		FIRST CLASS				SECOND CLASS				
			4	2	8	62	30	138	32	28	
			Passenger	Scenic Limited	Panoramic Special	California Fast Freight	Fast Freight	Freight	Fast Freight	Fast Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
96.2	gr	<b>GREEN RIVER</b> *NB†CWY 6.1	3 20 PM	11 10 PM	12 25 AM	11 15 AM 61	10 00 AM		6 00 PM	2 00 AM	
90.1		<b>SPHINX</b> 6.7	f 3 07	11 01	12 14	10 40	9 48		5 48	1 48	
83.4		<b>DESERT</b> 6.7	f 2 57	10 51	12 04 AM	10 30	9 36		5 36	1 36 65	
76.7		<b>CLIFF</b> 5.9	f 2 46	10 40	11 54	10 05	9 24		5 24	1 24	
70.8	wd	<b>WOODSIDE</b> D*WY 6.3	s 2 35	10 31	11 44	9 10 30	9 10 62		5 08	1 08	
64.5		<b>GRASSY</b> 6.6	f 2 25	10 20	11 35	8 38	8 55		4 55	12 55	
57.9		<b>CEDAR</b> 5.9	f 2 17	10 10	11 25	8 10	8 42		4 42	12 42	
52.0		<b>VERDE</b> 3.8	f 2 08 3	10 00	11 17	7 45	8 28		4 28	12 28	
48.2	mu	<b>MOUNDS</b> DN*WY 5.5	f 2 02 61	9 54	11 09	7 25	8 21	10 45 AM	4 21	12 21	
42.7		<b>FARNHAM</b> 4.8	f 1 53	9 45	11 00	7 00	8 10	10 20	4 10	12 10	
37.9		<b>WELLINGTON</b> 5.6	f 1 45	9 37	10 52	6 40	8 01	10 05	4 01	12 01 AM	
32.3	cv	<b>PRICE</b> DNWY 2.7	s 1 35	s 9 28	10 43	6 20 1	7 51	9 45	3 51	11 51	
29.6		<b>MAXWELL</b> 4.7	1 18	9 18	10 38	6 04	7 43	8 15	3 43	11 43	
24.9	ra	<b>HELPER</b> *NB†CWY 2.3	s 1 10	s 9 10	10 30	5 50	7 34	8 00 AM	3 34 61	11 34	
22.6		<b>UTAH RY. JCT.</b> 1.5	12 50	9 03	10 24	5 22	7 15		3 15	11 15	
21.1	cg	<b>CASTLE GATE</b> DCWY 1.3	s 12 46	8 59	10 20	5 16	7 09		3 09	11 09	
19.8		<b>ROLAPP</b> 3.5	x 12 41	8 56	10 16	5 11	7 04		3 04	11 04	
16.3		<b>NOLAN</b> 4.2	f 12 32	8 47	10 06	4 57	6 49		2 49	10 49	
12.1	kn	<b>KYUNE</b> NWY 5.2	f 12 21	8 36	9 56	4 38	6 32		2 32	10 32	
6.9	cn	<b>COLTON</b> DWY 6.9	s 12 10 PM	x 8 25	9 45	4 15	6 09		2 09	10 09	
	if	<b>SOLDIER SUMMIT</b> NB†CWY	11 55 AM	8 10 PM	9 30 PM	4 00 AM	5 55 AM		1 55 PM	9 55 PM	
		(96.2)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
		Schedule Time	3.25	3.00	2.55	7.15	4.05	2.45	4.05	4.05	
		Average Speed per Hour	28.2	32.1	33.0	13.3	23.6	8.5	23.6	23.6	

All other second and inferior class and extra trains must clear the time of trains 28, 30 and 32 Five Minutes.

WESTWARD	SUNNYSIDE BRANCH			EASTWARD		
SECOND CLASS	Miles from Sunnyside	Sub-Division 6-A		SECOND CLASS		
137		STATIONS		138		
Freight		TIME-TABLE No. 101		Freight		
Leave Daily Ex. Sunday		JUNE 17, 1928		Arrive Daily Ex. Sunday		
1 20 PM		sy	<b>SUNNYSIDE</b> DCWY 4.1	17.2	Yard	1 15 PM
	4.1		<b>COLUMBIA JCT.</b> 3.4	13.1		
f 3 30	7.5		<b>WHITE'S</b> 9.7	9.7	40	f 12 30 PM
4 15 PM	17.2	mu	<b>MOUNDS</b> DNWY		Yard	11 30 AM
Arrive Daily Ex. Sunday			(17.2)			Leave Daily Ex. Sunday
2.55			Schedule Time			1.45
5.9			Average Speed per Hour			9.8

WESTWARD	SPRING CANYON BRANCH			EASTWARD
Miles from Rains	Sub-Division 6-C		Miles from Spring Canyon Junction	
	STATIONS			
	TIME-TABLE No. 101			
	JUNE 17, 1928			
		<b>RAINS</b> 0.2	6.7	
0.2		<b>MUTUAL JUNCTION</b> 0.3	6.5	
0.5		<b>LATUDA</b> 1.2	6.2	
1.7		<b>STANDARDVILLE</b> 0.9	5.0	
2.6		<b>SPRING CANYON</b> 0.5	4.1	
3.1		<b>PEERLESS</b> 2.0	3.6	
5.1		<b>UTAY RY. CONNECTION</b> 1.2	1.6	
6.3		<b>SPRING CANYON YARD</b> 0.4	0.4	
6.7		<b>SPRING CANYON JCT.</b> yw (6.7)		

# MAIN LINE

# WESTWARD

Car Capacity Passing Tracks	Miles from Denver	Sub-Division 7 STATIONS TIME-TABLE No. 101 JUNE 17, 1928	FIRST CLASS				SECOND CLASS		THIRD CLASS	
			7 Panoramic Special	409 Passenger	1 Scenic Limited	3 Passenger	65 Fast Freight	61 California Fast Freight	91 Local Freight	89 Freight
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun., Wed., Fri.	Leave Daily Ex. Sunday
Yard	651.4	N <b>SOLDIER SUMMIT</b> †cwY	6 10 AM		8 05 AM	4 55 PM	11 45 AM	8 00 PM		
	656.5	5.1 SCENIC	6 22		8 17	f 5 06	12 11 PM	8 26		
72	661.0	N GILLULY w	6 34		8 28	f 5 18	12 45	9 01		
	665.8	4.8 DETOUR	6 43		8 37	f 5 27	1 05	9 25		
59	669.8	4.0 MILL FORK w	6 52		8 45	f 5 35	1 25	9 40		
120	672.5	2.7 NARROWS	6 58		8 50	5 41	1 46	10 01		
59	676.6	4.1 RIO	7 08		8 59	f 5 49	2 07	10 22		
Yard	680.9	N THISTLE †BYCWT	7 15		s 9 10	s 6 10	2 40	10 55	6 00 AM	
	684.6	3.7 CASTILLA	7 24		9 17	f 6 17	2 55	11 10	6 15	
70	691.3	6.7 MAPLETON	7 34		9 25	f 6 26	3 15	11 30	6 34	
	695.0	3.7 S. L. & U. CROSSING								
Yard	695.8	D SPRINGVILLE †WY	7 42 91	8 40 AM	x 9 34	s 6 36	3 34	11 50	7 42 7	
	698.9	3.1 L. A. & S. L. CROSSING								
Yard	701.2	N PROVO WY	s 7 58	s 8 53	s 9 50	s 6 52	4 10	12 15 AM	8 10	
	704.8	3.6 LAKOTA	8 04	9 00	9 58	7 02 8	4 40 410	12 30	8 25	
	705.7	0.9 L. A. & S. L. CROSSING	s	s	s	s	s	s	s	
83	710.0	4.3 GENEVA	8 12	f 9 18 4	10 07	f 7 14	4 55	12 50	8 42	
117	713.7	D AMERICAN FORK	8 18	s 9 30	10 14 32	s 7 24	5 05	1 05	8 52	
84	717.0	N LEHI	8 23	s 9 40	10 22	s 7 34	5 16 2	1 15	9 02 4	
114	720.2	3.2 MESA	8 28	f 9 45	10 28	f 7 42	5 22	1 25	9 20	
87	722.8	2.6 NASH w	8 31	f 9 54 32	10 32 92	f 7 47	5 30	1 35	9 35	
115	725.5	2.7 OLIVERS	8 35	f 9 58	10 36	f 7 51	5 37	1 47 30	9 47 32	
125	728.6	D RIVERTON	8 40 4	s 10 03 91 92	10 42	s 7 57 62	5 45 28	2 01	10 03 409 92	
Yard	734.5	N MIDVALE †CBWY	8 50	s 10 10	10 52	s 8 08	6 00	2 15	10 30	
98	737.4	2.9 SMELTER PASSING TRACK	8 55	10 14	10 57	8 14	6 10	2 25	10 45	
Yard	738.4	D MURRAY	8 58	s 10 17	10 59 91	f 8 17	6 15	2 30	10 59 1	
Yard	742.5	4.1 ROPER	9 08	f 10 23	11 06	8 24	6 30	2 45	11 10	
Yard	745.1	N SALT LAKE CITY †BYCWT	9 15 AM	10 30 AM	s 11 15 11 30	s 8 35 8 45	7 45 PM	4 00 AM	12 10 PM	5 45 PM
	750.9	D NORTH SALT LAKE			11 40	f 8 55			6 05	
51	753.6	2.7 WOODS CROSS			11 46	f 9 04			6 14	
52	760.6	7.0 FARMINGTON w			11 56	f 9 17			6 30	
46	764.4	3.8 KAYSVILLE			12 01 PM	f 9 24			6 40	
50	767.2	D LAYTON w			12 05	f 9 30 90			6 50	
	771.2	4.0 O. S. L. CROSSING			s	s			s	
80	775.1	D ROY			12 18	9 44			7 10	
Yard	782.0	6.9 OGDEN †BYCWT			12 35 PM	10 05 PM			7 30 PM	
		(130.6)	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun., Wed., Fri.	Arrive Daily Ex. Sunday
		Schedule Time Average Speed per Hour	3.05 30.3	1.50 26.9	4.30 30.7	5.10 26.1	8.00 11.7	8.00 11.7	6.10 10.4	1.45 21.1

All other second and inferior class and extra trains must clear the time of trains 28, 30 and 32 Five Minutes.

# MAIN LINE

# EASTWARD

Telegraph Calls	Miles from Ogden	Sub-Division 7 STATIONS TIME-TABLE No. 101 JUNE 17, 1928	FIRST CLASS				SECOND CLASS				THIRD CLASS	
			4	410	2	8	30	32	28	62	92	90
			Passenger	Passenger	Scenic Limited	Panoramic Special	Fast Freight	Fast Freight	Fast Freight	California Fast Freight	Local Freight	Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	
Jf	131.6	N SOLDIER SUMMIT 5.1 f c w y	11 45 AM		8 05 PM	9 25 PM	5 40 AM	1 40 PM	9 40 PM	3 00 AM		
	126.5	SCENIC 4.5	f 11 27		7 43	9 05	5 15	1 15	9 22	1 40		
Gi	122.0	N GILLULY 4.8 w	f 11 13		7 28	8 48	4 55	12 55	9 04	1 10		
	117.2	DETOUR 4.0	f 11 00		7 13	8 36	4 35	12 35	8 47	12 40		
	113.2	MILL FORK 2.7 w	f 10 51		7 03	8 28	4 22	12 22	8 38	12 20		
	110.5	NARROWS 4.1	f 10 45		6 55	8 20 <sup>28</sup>	4 15	12 15 PM	8 20 <sup>8</sup>	12 05 AM		
	106.4	RIO 4.3	f 10 32		6 40	8 12	3 58	11 58	7 59	11 40		
Jd	102.1	N THISTLE 3.7 b t c w t	s 10 25		s 6 30	s 8 00	3 45	11 45	7 45	11 20	2 25 PM	
	98.4	CASTILLA 6.1	f 10 12		6 18	7 45	3 22	11 22	7 22	10 20	2 10	
	92.3	SUTRO 5.2	f 10 02		6 06	7 35	3 10	11 10	7 10	9 55	1 45	
	87.1	S. L. & U. CROSSING 0.9										
Ng	86.2	D SPRINGVILLE 3.1 § w y	s 9 52		x 5 54	7 25	2 55	10 55	6 55	9 42	1 20	
	83.1	L. A. & S. L. CROSSING 2.3										
Vo	80.8	N PROVO 3.6 w y	s 9 40		s 4 53	s 5 45	s 7 15	2 45	10 45	6 45	9 20	
	77.2	LAKOTA 0.9	9 25		4 40 <sup>65</sup>	5 34	7 02 <sup>3</sup>	2 34	10 35	6 35	9 02	
	76.3	L. A. & S. L. CROSSING 4.3	s		s	s	s	s	s	s	s	
	72.0	GENEVA 3.7	f 9 18 <sup>409</sup>		f 4 29	5 26	6 54	2 20	10 22	6 25	8 47	
Af	68.3	D AMERICAN FORK 3.3	s 9 07		s 4 24	5 21	6 50	2 14	10 14 <sup>1</sup>	6 17	8 38	
Hi	65.0	N LEHI 3.2	s 9 02 <sup>91</sup>		s 4 18	5 16 <sup>65</sup>	6 45	2 07	10 07	6 10	8 30	
	61.8	MESA 2.6	f 8 56		f 4 12	5 11	6 40	2 00	10 00	6 03	8 20	
	59.2	NASH 2.7 w	f 8 51		f 4 08	5 07	6 37	1 54	9 54 <sup>409</sup>	5 57	8 12	
	56.5	OLIVERS 3.1	f 8 45		f 4 04	5 03	6 33	1 47 <sup>61</sup>	9 47 <sup>91</sup>	5 51	8 05	
Rn	53.4	D RIVERTON 5.9	s 8 40 <sup>7</sup>		s 3 59	4 58	6 28	1 41	9 36	5 45 <sup>65</sup>	7 57 <sup>3</sup>	
Bj	47.5	N MIDVALE 2.9 c b t w y	s 8 30		s 3 50	4 50	6 20	1 30	9 25	5 30	7 40	
	44.6	SMELTER PASSING TRACK 1.0	8 23		3 43	4 42	6 14	1 20	9 18 <sup>92</sup>	5 20	7 28	
Fk	43.6	D MURRAY 4.1	s 8 20		s 3 41	4 40	6 12	1 18	9 16	5 18	7 24	
	39.5	ROPER 2.6	8 11		f 3 35	4 35	6 04	1 10	9 08	5 10	7 10	
Un	36.9	N SALT LAKE CITY 5.8 § b t c w t	s 8 05 7 50		s 3 30 PM	s 4 30 4 05	6 00 PM	1 00 AM	9 00 AM	5 00 PM	7 00 PM	
Nx	31.1	D NORTH SALT LAKE 2.7	f 7 33			3 52						
	28.4	WOODS CROSS 7.0	f 7 26			3 47						
	21.4	FARMINGTON 3.8 w	f 7 17			3 37						
	17.6	KAYSVILLE 2.8	f 7 12			3 31						
Rj	14.8	D LAYTON 4.0 w	f 7 08			3 25						
	10.8	O. S. L. CROSSING 3.9	s		s							
Ry	6.9	D ROY 6.9	s 6 57			3 14						
Og		N OGDEN 131.6 b t c w t	6 45 AM			3 00 PM						
		(131.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	
		Schedule Time Average Speed per Hour	5.00 27.7	1.35 31.1	5.05 28.2	3.25 27.7	4.40 20.3	4.40 20.3	4.40 20.3	8.00 11.8	5.50 11.2	2.15 16.4

All other Second and Inferior Class and Extra Trains must clear the time of trains 28-30 and 32 Five Minutes.

## WESTWARD

## MARYSVALE BRANCH

## EASTWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS	Miles from Marysvale	Sub-Division 7-A STATIONS TIME-TABLE No. 101 JUNE 17, 1928	Miles from Thistle	Telegraph Calls	Car Capacity Passing Tracks	FIRST CLASS	SECOND CLASS	THIRD CLASS	
593 Freight	591 Freight	515 Mixed	511 Passenger						512 Passenger	516 Mixed	592 Freight	594 Freight
Leave Tues., Thurs. & Sat.	Leave Tues., Thurs. & Sat.	Leave Tues., Thurs., Sat.	Leave Daily					Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	
					END OF TRACK 0.6	132.8						
			<b>12 35</b> <sup>PM</sup> <sub>594</sub>		D MARYSVALE 5.6 BCY	132.2	Vy	Yard	f 4 15 PM			<b>12 35</b> <sup>PM</sup> <sub>511</sub>
7 00 AM			f 12 52	5.6	BELKNAP 6.1	126.6		35	f 3 58			12 05 PM
7 28			s 1 10	11.7	SEVIER 1.0 WY	120.5		17	s 3 40			11 40
8 00			f 1 13	12.7	VACA 3.0	119.5		15	f 3 34			11 35
8 05			f 1 20	15.7	JOSEPH 4.8	116.5		26	f 3 28			11 25
8 16			s 1 32	20.5	D ELSINORE 1.7	111.7	On	24	s 3 17			11 10
8 32			f 1 35	22.2	NIBLEY 1.3 Y	110.0		92	f 3 11			10 57
8 37			f 1 38	23.5	CENTRAL 5.0	108.7		16	f 3 08			10 50
9 15			s 1 52	28.5	D RICHFIELD 3.4 WY	103.7	Ri	Yard	s 2 58			10 30
9 30			f 2 02	31.9	VENICE 4.0	100.3		18	f 2 45			10 05
9 50			s 2 11	35.9	D SIGURD 1.2	96.3	Rs	16	s 2 35			9 45
9 55			f 2 14	37.1	VERMILION 3.5	95.1		12	f 2 32			9 35
10 20			f 2 22 <sup>512</sup>	40.6	AURORA 5.2	91.6		26	f 2 22 <sup>511</sup>			9 20
10 55			s 2 35	45.8	D SALINA 3.9 WY	86.4	Sa	Yard	s 2 11			9 00
11 10			s 2 44	49.7	REDMOND 3.3	82.5		23	s 2 01			8 35
11 25			f 2 51	53.0	AXTELL 6.3	79.2		19	f 1 53			8 25
11 55			s 3 05	59.3	D GUNNISON 2.4	72.9	Gu	28	s 1 39			8 05
12 10 PM			f 3 11	61.7	CHRISTIANBURG 4.2	70.5		18	f 1 32			7 35
12 25			f 3 21	65.9	STERLING 5.5	66.3		18	f 1 23			7 20
<b>1 10</b> <sup>PM</sup> <sub>512</sub>	<b>1 30</b> <sup>PM</sup> <sub>516</sub>	8 00 AM	s 3 35	71.4	D MANTI 7.4 BCWY	60.8	Ma	Yard	s <b>1 10</b> <sup>593</sup> <sub>12 50</sub>	<b>1 30</b> <sup>PM</sup> <sub>591</sub>	1 45 PM	7 00 AM
	2 10	8 20 AM	s 3 52	78.8	D EPHRAIM 2.5 Y	53.4	Rm	34	s 12 32	1 10 PM	1 20	
	2 25		f 4 00	81.3	PARRY'S QUARRY 6.9	50.9		15	f 12 24		12 59	
	3 05		s 4 14	88.2	D SPRING CITY 5.4 W	44.0	Ns	20	s 12 10 PM		12 30	
	3 47		s 4 27	93.6	D MT. PLEASANT 6.6	38.6	Mn	39	s 11 58		12 10 PM	
	4 15		s 4 42	100.2	D FAIRVIEW 3.5 W	32.0	F	31	s 11 44 <sup>592</sup>		11 44 <sup>512</sup>	
	4 35		f 4 50	103.7	OAK CREEK 1.3 Y	28.5		Wye	f 11 34		10 35	
	4 40		f 4 53	105.0	MILBURN 3.9	27.2		19	f 11 31		10 30	
	<b>5 03</b> <sup>511</sup>		f <b>5 03</b> <sup>591</sup>	108.9	HILL TOP 3.8	23.3		30	f 11 22		10 10	
	5 26		f 5 12	112.7	WHITTAKER 4.7	19.5		15	f 11 12		9 45	
	5 41		f 5 24	117.4	INDIANOLA 7.1 W	14.8		24	f 11 01		9 20	
	6 05		f 5 42	124.5	PINES 7.7	7.7		22	f 10 43		8 40	
	6 30 PM		6 05 PM	132.2	N THISTLE BCWY		Jd	Yard	10 25 AM		8 00 AM	
Arrive Tues., Thurs. & Sat.	Arrive Tues., Thurs. & Sat.	Arrive Tues., Thurs., Sat.	Arrive Daily		(132.2)				Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.
6.10 11.6	5.00 12.1	.20 22.2	5.30 24.0		Schedule Time Average Speed per Hour				5.50 21.0	.20 22.2	5.45 10.6	5.35 12.7

# WESTWARD

# TINTIC BRANCH

# EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Silver City	Sub-Division 7-D STATIONS			Miles from Springville	Telegraph Calls	Car Capacity Passing Tracks	FIRST CLASS		SECOND CLASS	
431 Freight		409 Passenger			TIME-TABLE No. 101						410 Passenger		432 Freight	
Leave Daily Ex. Monday		Leave Daily		JUNE 17, 1928			Arrive Daily		Arrive Daily Ex. Sunday					
7 45 AM		6 20 AM		D	SILVER CITY	CY	43.7	So	20	7 30 PM		2 45 PM		
7 55 AM		f 6 25 AM	1.7		L. A. & S. L. CROSSING		42.0			f 7 20 PM		2 20 PM		
		s 6 30	2.5	D	MAMMOTH		42.8	Mo	Yard	s 7 15		2 10 2 05		
7 55 AM		f 6 35 AM	1.7		L. A. & S. L. CROSSING		42.0			f 7 10 PM		1 55 PM		
8 10		s 6 47	4.0	D	EUREKA	W	39.7	Q	Yard	s 7 03		1 30		
8 40		f 6 50	5.0		KNIGHTVILLE	W	38.7		18	f 6 53		12 50		
9 01		f 7 02	8.8		CANON SIDING		34.9		9	f 6 40		12 20 PM		
9 30		f 7 16	12.9		LAGUNA	W	30.8		14	f 6 26		11 50		
9 45		f 7 25	15.8		HILLSIDE		27.9		16	f 6 17		11 30		
9 50		f 7 27	16.2		PEARL		27.5		Wye	f 6 15		11 25		
10 05		f 7 32	18.5		ELBERTA		25.2		7	f 6 09		11 05		
10 45 <sup>432</sup>		s 7 39	21.6	D	GOSHEN	WY	22.1	Gs	21	s 6 02		10 45 <sup>431</sup>		
11 00		f 7 45	24.0		HAROLD		19.7			f 5 56		10 00		
11 10		f 7 51	26.4		TOWNSEND		17.3		14	f 5 51		9 40		
11 30		f 7 56	28.4		SANTAQUIN		15.3		14	f 5 47		9 30		
11 45		s 8 07	32.9	D	PAYSON		10.8	P	30	s 5 37		9 10		
12 15 PM		f 8 17	37.6		LELAND		6.1		24	f 5 25		8 40		
12 30		s 8 25 <sup>432</sup>	39.9	D	SPANISH FORK		3.8	Fo	24	s 5 20		8 25 <sup>409</sup>		
1 00 PM		8 35 AM	43.7	D	SPRINGVILLE	‡‡‡‡‡‡‡‡‡‡		Ng	Yard	5 10 PM		8 00 AM		
Arrive Daily Ex. Monday		Arrive Daily			(43.7)					Leave Daily		Leave Daily Ex. Sunday		
5.15 8.3		2.15 21.0			Schedule Time Average Speed per Hour					2.20 20.2		6.45 6.9		

Trains running between L. A. & S. L. Crossing and Mammoth will be governed by L. A. & S. L. and D. & R. G. W. Joint Time-Table.

## JOINT TRACK TIME-TABLE, governing trains running between L. A. & S. L. and D. & R. G. W. Crossing and Mammoth

FROM MAMMOTH				STATIONS			TO MAMMOTH						
D. & R. G. W.		LOS ANGELES & SALT LAKE		TIME-TABLE No. 101			LOS ANGELES & SALT LAKE		D. & R. G. W.				
SECOND CLASS	FIRST CLASS		FIRST CLASS		JUNE 17, 1928			FIRST CLASS		FIRST CLASS		SECOND CLASS	
435 Freight	415 Passenger	413 Passenger	504 Passenger					503 Passenger	412 Passenger		414 Passenger	434 Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	
2 10 PM	7 15 <sup>PM</sup> <sub>414</sub>	6 30 <sup>AM</sup> <sub>412</sub>	11 09 AM		D	MAMMOTH	W	Mo	11 06 AM	6 30 <sup>AM</sup> <sub>413</sub>		7 15 <sup>PM</sup> <sub>415</sub>	2 05 PM
2 20 PM	7 20 PM	6 35 AM	11 14 AM			L. A. & S. L. & D. & R. G. W. Crossing			11 01 AM	6 25 AM		7 10 PM	1 55 PM
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(0.8)			Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	
.10 4.8	.05 9.6	.05 9.6	.05 9.6		Schedule Time Average Speed per Hour			.05 9.6	.05 9.6		.05 9.6	.10 4.8	

### SPECIAL INSTRUCTIONS.

Trains going toward Mammoth are superior to trains of same class coming from Mammoth.

Regular trains 20 minutes or more late, or trains not on this time-table, can proceed only under flag protection.

No switching must be done at Mammoth within 5 minutes of the arriving time of any train. Switching must not be done or cars left standing on main track without engine attached.

**WESTWARD**

**BINGHAM BRANCH**

**EASTWARD**

SECOND CLASS		Miles from Midvale	Sub-Division 7-G STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Bingham	Telegraph Calls	Car Capacity Passing Tracks	SECOND CLASS	
215 Freight	211 Freight		210 Freight	214 Freight					
Leave Tues. & Saturday	Leave Mon., Wed. & Fri.			Arrive Mon., Wed. & Fri.	Arrive Tues. & Saturday				
10 15 AM		14.1	<b>BINGHAM</b> 2.6			Yard		9 30 AM	
10 25		11.5	<b>LEAD MINE</b> 2.5	2.6		0		9 10	
10 35		9.0	<b>DALTON</b> 1.5	5.1		16		9 00	
12 10 PM		7.5	<b>LOLINE JUNCTION</b> 2.5	6.6		0		8 50	
12 15		5.0	<b>WELBY</b> 3.0	9.1		50		6 55 AM	
12 40	11 45 AM	2.0	<b>WEST JORDAN</b> 0.0	12.1		25		8 40	
12 55	11 55	2.0	<b>S. L. &amp; U. CROSSING</b> 2.0	12.1				8 10	
s	s		<b>MIDVALE</b> (14.1)	14.1	Bj	Yard		6 30 AM	
1 10 PM	12 20 PM							8 00 AM	
Arrive Tues. & Saturday	Arrive Mon., Wed. & Fri.							Leave Mon., Wed. & Saturday	
2.55	.35		Schedule Time					1.30	
10.6	8.6		Average Speed per Hour					9.4	

WESTWARD		GARFIELD BRANCH			EASTWARD		
SECOND CLASS	Miles from Welby	Sub-Division 7-H STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Garfield Smelter	Telegraph Calls	Car Capacity Passing Tracks	SECOND CLASS
211 Freight		210 Freight					
Leave Mon., Wed. & Fri.							Arrive Mon., Wed. & Fri.
9 30 AM	17.0	<b>GARFIELD SMELTER</b> 1.9				Yard	8 45 AM
9 40	15.1	<b>GARFIELD</b> 1.7	D	1.9	Gf	25	8 30
	13.4	<b>EAST JUNCTION</b> 0.6		3.6			
10 10	12.8	<b>MAGNA</b> 2.1		4.2		47	8 20
10 30	10.7	<b>RITER</b> 4.7		6.3	Y	71	8 00
10 55	6.0	<b>HUNTER</b> 6.0		11.0		80	7 40
11 25 AM		<b>WELBY</b> (17.0)		17.0	Y	50	7 15 AM
Arrive Mon., Wed. & Fri.							Leave Mon., Wed. & Fri.
1.55							1.30
8.9							11.3
							Schedule Time
							Average Speed per Hour

WESTWARD		COPPER BELT BRANCH			EASTWARD	
Miles from Bingham	Sub-Division 7-K STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Bingham	Telegraph Calls	Car Capacity Passing Tracks	SECOND CLASS
0.0	<b>BINGHAM</b> 0.3					
0.3	<b>MONT.-BINGHAM MINE</b> (0.3)			7		

WESTWARD		LARK BRANCH			EASTWARD		
SECOND CLASS	Miles from Lark	Sub-Division 7-J STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Dalton	Telegraph Calls	Car Capacity Passing Tracks	SECOND CLASS
217 Freight		216 Freight					
Leave Tues. & Saturday							Arrive Tues. & Saturday
11 35 AM		<b>LARK</b> 3.6		3.6		Yard	11 05 AM
11 59 AM	3.6	<b>DALTON</b> (3.6)				16	10 40 AM
Arrive Tues. & Saturday							Leave Tues. & Saturday
.24							.25
9.0							8.6
							Schedule Time
							Average Speed per Hour

WESTWARD		LITTLE COTTONWOOD BRANCH			EASTWARD	
Miles from Midvale	Sub-Division 7-F STATIONS TIME-TABLE No. 101 JUNE 17, 1928		Miles from Midvale	Telegraph Calls	Car Capacity Passing Tracks	SECOND CLASS
11.0	<b>GRANITE QUARRY</b> 0.9					Yard
10.1	<b>WASATCH</b> 1.1					20
9.0	<b>REXALL</b> 1.2					12
7.8	<b>DAVENPORT</b> 4.7					5
3.1	<b>SAND PIT</b> 1.1					27
2.0	<b>SANDY</b> 0.2					24
1.8	<b>O. S. L. CROSSING</b> 1.8					
	<b>MIDVALE</b> (11.0)		N		Bj	Yard



WESTWARD			SAN PETE VALLEY BRANCH				EASTWARD		
SECOND CLASS	Miles from Ephraim	Sub-Division 7-B					SECOND CLASS		
515		STATIONS					516		
Mixed	TIME-TABLE No. 101					Mixed			
JUNE 17, 1928									
Leave Tues. Thurs. & Sat.			Miles from Nephi	Telegraph Calls	Car Capacity Passing Tracks	Arrive Tues. Thurs. & Sat.			
8 30 AM		D	EPHRAIM	Y	34.7	Rm	9	1 05 PM	
			7.9						
f 8 55	7.9		CHESTER		26.8		13	f 12 40	
			1.9						
	9.8		LARSEN	Y	24.9		71		
			1.5						
s 9 05	11.3		MORONI	W	23.4		27	s 12 30	
			3.9						
f 9 17	15.2		FREEDOM		19.5			f 12 18	
			2.4						
f 9 27	17.6		CEDAR CLIFFS		17.1			f 12 10 PM	
			2.7						
s 9 40	20.3		FOUNTAIN GREEN		14.4		6	s 11 59	
			4.3						
s 9 53	24.6		DIVIDE		10.1		8	f 11 44	
			4.2						
f 10 07	28.8		NEBO JUNCTION		5.9		13	f 11 30	
			2.6						
	31.4		WATER TANK	W	3.3				
			1.4						
f 10 24	32.8		GYPSUM		1.9		14	f 11 10	
			1.9						
10 35 AM	34.7	D	NEPHI	Y		Ni		11 00 AM	
			(34.7)						
Arrive Tues. Thurs. & Sat.								Leave Tues. Thurs. & Sat.	
2.05			Schedule Time					2.05	
16.6			Average Speed per Hour					16.6	

No. 515 is Superior to No. 516.

WESTWARD		GOSHEN VALLEY BRANCH			EASTWARD	
	Miles from Pearl	Sub-Division 7-N			Miles from Dividend	Car Capacity Passing Tracks
		STATIONS				
TIME-TABLE No. 101						
JUNE 17, 1928						
	6.5		DIVIDEND			17
			2.7			
	3.8		FLORA	Y	2.7	
			0.4			
	3.4		EUNICE		3.1	8
			3.4			
			PEARL	Y	6.5	20
			(6.5)			

WESTWARD		CASTLE VALLEY BRANCH			EASTWARD	
	Miles from Salina	Sub-Division 7-C			Miles from End of Tracks	Telegraph Calls
		STATIONS				
TIME-TABLE No. 101						
JUNE 17, 1928						
	20.0		END OF TRACK			
			1.1			
	18.9		NIOCHE		1.1	
			6.2			
	12.7		SAW TOOTH		7.3	
			5.6			
	7.1		GOOSEBERRY		12.9	
			7.1			
		D	SALINA		20.0	Sa
			(20.0)			

WESTWARD		PROVO CANYON BRANCH				EASTWARD		
SECOND CLASS	Miles from Heber	Sub-Division 7-E					SECOND CLASS	
307		STATIONS					308	
Mixed	TIME-TABLE No. 101					Mixed		
JUNE 17, 1928								
Leave Daily			Miles from Provo	Telegraph Calls	Car Capacity Passing Tracks	Arrive Daily		
12 30 PM		D	HEBER	WY	25.7	H	Yard	11 30 AM
			4.0					
f 12 44	4.0		CHARLESTON		21.7		14	f 11 10
			3.6					
f 12 55	7.6		WALLSBURG		18.1		12	f 10 50
			6.3					
f 1 12	13.9		VIVIAN PARK		11.8		17	f 10 30
			1.2					
f 1 16	15.1		UPPER FALLS	W	10.6			f 10 25
			1.3					
f 1 20	16.4		NUNN'S		9.3		2	f 10 17
			2.9					
f 1 28	19.3		FOLMSTED		6.4		6	f 10 07
			0.6					
f 1 30	19.9		CARYHURST		5.8		14	f 10 05
			4.7					
f 1 44	24.6		SMOOT		1.1		23	f 9 50
			1.1					
2 05 PM	25.7	N	PROVO	bcwy		Vo	Yard	9 45 AM
			(25.7)					
Arrive Daily								Leave Daily
1.35			Schedule Time					1.45
16.2			Average Speed per Hour					14.7

WESTWARD		KENILWORTH AND HELPER BRANCH			EASTWARD	
	Miles from Kenilworth	Sub-Division 6-B			Miles from Kenilworth Junction	
		STATIONS				
TIME-TABLE No. 101						
JUNE 17, 1928						
	6.2		KENILWORTH		6.2	
			6.2			
			KENILWORTH JCT.			
			(6.2)			

WESTWARD		PARK CITY BRANCH		EASTWARD		WESTWARD		HOOPER BRANCH		EASTWARD			
<b>SECOND CLASS</b>		Sub-Division 7-L					<b>SECOND CLASS</b>		Sub-Division 7-M				
<b>103</b>	Miles from Park City	STATIONS				Miles from Roper	Miles from Union Depot, Salt Lake	Telegraph Calls	Car Capacity Passing Tracks	<b>104</b>	Miles from Roy	Miles from Cox	Car Capacity Passing Tracks
Mixed		TIME-TABLE No. 101								Mixed			
Leave Daily		JUNE 17, 1928								Arrive Daily			
9 50 AM		D	<b>PARK CITY</b>	WY	32.3	34.9	Pe	Yard	9 05 AM	5.0		20	
f 10 10	4.0		4.0 <b>SNYDERVILLE</b>		28.3	30.9		4	f 8 32	4.0		20	
f 10 22	6.3		2.3 <b>KIMBALL</b>		26.0	28.6		11	f 8 20	1.9			
s 10 35	8.8		2.5 <b>GOGORZA</b>	Y	23.5	26.1		22	s 8 07	1.1	3.1		
s 11 00	13.5		4.7 <b>ALTUS</b>		18.8	21.4		12	s 7 43		3.9	32	
s 11 30	17.6		4.1 <b>BARCLAY</b>	W	14.7	17.3		16	s 7 18		5.0	80	
s 12 01 PM	21.8		4.2 <b>DALE</b>	W	10.5	13.1		18	f 6 53				
f 12 15	24.3		2.5 <b>CEMENT QUARRY</b>		8.0	10.6		9	f 6 40				
f 12 20	24.7		0.4 <b>LE GRAND</b>		7.6	10.2			f 6 35				
s 1 00	29.5	D	4.8 <b>SUGAR HOUSE</b>		2.8	5.4	Sh	Yard	s 6 10				
s	31.6		2.1 <b>O. S. L. CROSSING</b>		0.7	3.3			s				
1 20 PM	32.3		0.7 <b>ROPER</b>			2.6		Yard	5 55 AM				
Arrive Daily			(32.3)						Leave Daily				
3.30 9.2			Schedule Time Average Speed per Hour						3.10 10.2				

WESTWARD		HOOPER BRANCH		EASTWARD									
<b>SECOND CLASS</b>		Sub-Division 7-M					<b>SECOND CLASS</b>		Sub-Division 7-M				
<b>103</b>	Miles from Park City	STATIONS				Miles from Roper	Miles from Union Depot, Salt Lake	Telegraph Calls	Car Capacity Passing Tracks	<b>104</b>	Miles from Roy	Miles from Cox	Car Capacity Passing Tracks
Mixed		TIME-TABLE No. 101								Mixed			
Leave Daily		JUNE 17, 1928								Arrive Daily			
9 50 AM		D	<b>PARK CITY</b>	WY	32.3	34.9	Pe	Yard	9 05 AM	5.0		20	
f 10 10	4.0		4.0 <b>SNYDERVILLE</b>		28.3	30.9		4	f 8 32	4.0		20	
f 10 22	6.3		2.3 <b>KIMBALL</b>		26.0	28.6		11	f 8 20	1.9			
s 10 35	8.8		2.5 <b>GOGORZA</b>	Y	23.5	26.1		22	s 8 07	1.1	3.1		
s 11 00	13.5		4.7 <b>ALTUS</b>		18.8	21.4		12	s 7 43		3.9	32	
s 11 30	17.6		4.1 <b>BARCLAY</b>	W	14.7	17.3		16	s 7 18		5.0	80	
s 12 01 PM	21.8		4.2 <b>DALE</b>	W	10.5	13.1		18	f 6 53				
f 12 15	24.3		2.5 <b>CEMENT QUARRY</b>		8.0	10.6		9	f 6 40				
f 12 20	24.7		0.4 <b>LE GRAND</b>		7.6	10.2			f 6 35				
s 1 00	29.5	D	4.8 <b>SUGAR HOUSE</b>		2.8	5.4	Sh	Yard	s 6 10				
s	31.6		2.1 <b>O. S. L. CROSSING</b>		0.7	3.3			s				
1 20 PM	32.3		0.7 <b>ROPER</b>			2.6		Yard	5 55 AM				
Arrive Daily			(32.3)						Leave Daily				
3.30 9.2			Schedule Time Average Speed per Hour						3.10 10.2				

## 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, EXCEPT:

1-A. No. 515 is superior to No. 516 on Sub-Division 7-B.

1-B. All other second and inferior class and extra trains must clear the time of trains 28, 30 and 32 five minutes.

2. All trains must receive a clearance card before departing from Salt Lake City, Garfield, Provo and Helper. Westward trains must receive clearance card before departing from Scofield. Eastward trains may leave Scofield without clearance.

2-A. Train arriving at Dalton as No. 215 will assume schedule of 216 Dalton to Lark and 217 Lark to Dalton without clearance.

2-B. Train arriving Welby as 210 will assume schedule of 210 Welby to Garfield Smelter. No. 211 will leave Garfield Smelter without clearance. Train arriving Welby as 211 will assume schedule of 211 Welby to Midvale. Trains 210 and 211 will leave Welby without clearance.

3. Train Register books are located at:

Green River  
Mounds (Branch trains only)  
Helper  
Colton (Branch trains only)  
Soldier Summit  
Thistle  
Springville (Branch trains only)  
Provo  
Midvale  
Salt Lake City Telegraph Office  
Salt Lake City Yard Office  
(Freight trains only)

Ogden Freight Station  
Sunnyside  
Scofield  
Marysvale  
Manti  
Ephraim  
Nephi  
Silver City  
Heber  
Garfield  
Bingham  
Park City

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

3-A. Conductors must register the number of their helper engines with their trains.

3-B. D. & R. G. W. crews going to Ontario Mill at Park City will get clearance card from Union Pacific Agent before going on joint track.

3-C. Main line trains will not be required to stop to register at Midvale and Provo, but will register with registering tickets.

3-D. No. 8 will register at Thistle and Helper and No. 7 will register at Thistle with registering ticket.

#### 4. YARD LIMIT STATIONS:

Green River	Spring Canyon Jct., from 220 feet west of Bridge 628-A, east of Utah Railway Junction, to Mile Post 631.9, west of Rolapp Mine, including Utah Railway Junction	Clear Creek
Mounds		Winter Quarters
Price		Scofield
Helper		Sunnyside
Kyune		Kenilworth Junction
Colton		
Soldier Summit	Yard, Panther, Castle Gate, and Rolapp Yards.	

Gilluly, Narrows, Thistle, Springville, Provo, Midvale, Murray, Roper, Salt Lake City, North Salt Lake, Layton, Roy, Ogden.

Fairview, Mt. Pleasant, Spring City, Ephraim, Manti, Gunnison, Spearmint, Salina, Sigurd, Richfield, Nibley, Elsinore, Marysvale.

Nephi.

Spanish Fork, Payson, Harold, Goshen, Pearl to Dividend, Knightville to Silver City.

Heber.

Welby, Lead Mine to Bingham.

Riter to Garfield Smelter.

Park City.

Le Grand.

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 7-H, must flag around curves.

4-C. All movements between D. & R. G. W. tracks at Mile 699, at Columbia Steel Plant Yard and in Columbia Steel Plant Yard must be made under flag protection.

5. First class trains moving against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of collision responsibility rests entirely with the approaching train or engine.

6. When inspecting air brakes on made up trains with engine attached, inspectors will include the inspection of tender brakes and engine driver brakes. The travel of pistons on driver brakes will be maintained at 7 inches.

**Sub-Division 6:**

On eastward freight trains consisting of loads, retainers must be turned up on light loads in light position, and on heavy loads in heavy position; on trains of empties, retainers must be turned up in the light position in the forward half of train, Kyune to Helper.

Retainers must not be turned down, except where wheels are overheating until train has passed the yard limit board at Helper, and then only by beginning on the rear end of train.

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 passenger trains, one-half of retainers must be turned up between Kyune and Castle Gate eastward, alternating frequently to avoid overheating of wheels.

**Sub-Division 6-A:**

Mounds-Sunnyside: All retainers must be used on descending grades.

**Sub-Division 6-B:**

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

**Sub-Division 6-C:**

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

**Sub-Division 7:**

On Westward freight trains all retainers must be turned up before leaving Soldier Summit; the rear one-third of trains should have retainers turned up in light position, and the balance, or head of train, should have retainers turned up in heavy position, from Soldier Summit to Thistle.

Westward freight trains will stop at Gillully and Narrows 10 minutes for inspection and cooling of wheels.

Retainers must not be turned down, except where wheels are overheating, until train has passed the yard limit board at Thistle, and then only by beginning on the rear end of train.

From Thistle to Springville, all retainers on the head one-third of train should be turned up.

When 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.

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

On passenger trains, one-half of retainers must be turned up between Soldier Summit and Detour and between Narrows and Rio, westward, alternating frequently to avoid overheating wheels. On passenger trains of over 10 cars retainers must be alternated between Detour and Narrows.

On Westward freight trains approaching Gillully, 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 the 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 7-D:**

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 7-G:**

Trains will use all retainers Bingham to Welby.

**Sub-Division 7-L:**

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.

6-A. When there are five or more empties in train, these cars will be trained on head end of train out of Soldier Summit.

7. All railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-Division	M. P. Location	Crossing	Remarks	Operated By
7	705.7	L. A. & S. L.		
7	744.2	O. S. L.	Passenger Main Tracks	
7	745.5	W. P.	Fr. Main Tracks	
7	745.6	S. L. G. & W. and		
		O. S. L.		
7	771.2	O. S. L.		
7	781.3	S. P.		
7	781.7	O. S. L.	Gate	Trainmen
7-D	42.0	L. A. & S. L.		
7-D	43.4	E. H. R. R.		
7-E	0.1	S. L. & U.		
7-E	0.6	S. L. & U.		
7-F	1.8	O. S. L.	D. & R. G. W.	Flag across
7-G	2.0	S. L. & U.		
7-L	0.7	O. S. L.		

Trains approaching these crossings must stop at a point designated by stop board and not proceed until sure that track is clear. (See General Rule 98.)

7-A. All trains will be governed by the interlocking signals at crossing of the S. L. & U. on Eastward and Westward tracks at Springville and of the O. S. L. on freight main lines at Ninth South Street, Salt Lake City.

At the crossing at Mile 705.7, L. A. & S. L. trains have the right to cross ahead of the Denver and Rio Grande Western trains.

Denver and Rio Grande Western switch trains will cross over the Oregon Short Line track at Fourth West and South Temple Streets, Salt Lake City, under protection of flag.

Oregon Short Line trains will enter on main track of Denver and Rio Grande Western Railroad at Union Stock Yards Junction under protection of flag.

At the crossing at Mile 42, Tintic Branch, D. & R. G. W. trains have the right to cross ahead of L. A. & S. L. trains.

7-B. At the crossing at Sandy, Sub-Division 7-F, D. & R. G. W. trains will cross over the Oregon Short Line main track under protection of flag.

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

8-A. Passengers may be carried on the following freight trains:  
Nos. 137 and 138, between Helper and Sunnyside.

9. Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "Explosives" or "Inflammables" must not be cut off while in motion.

10. All employes are hereby notified that there are coal chutes, platforms and other structures located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the below named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

Sub-Div.	Mile	Description	Side or Overhead
6.....	630.3	Tipple to Mine No. 1.....	Side and overhead.
6.....	631.2	Tipple to Mine No. 3.....	Side and overhead.
6.....	636.1	Nolan Tunnel E. B. Track.....	Overhead.
6.....	651.7	Viaduct.....	Overhead.
6-D.....	16.8	Utah Central Mine Tipple.....	Side and overhead.
6-D.....	21.1	Clear Creek Mine Tipple.....	Side and overhead.
6-E.....	17.6	Winter Quarters Mine Tipple.....	Side and overhead.
7.....	661.0	West Water Crane, EB ML.....	Side.
7.....	661.0	East Water Crane, EB Pass.....	Side.
7.....	661.0	West Water Crane, WB ML.....	Side.
7.....	661.0	West Water Crane, WB Pass.....	Side.
7.....	675.0	Rock Cut, WB ML.....	Side.
7.....	675.3	Rock Cut, WB ML.....	Side.
7.....	680.9	Hoist House, EB ML.....	Side.
7.....	680.9	Coal Chute, Old Main Track.....	Side.
7.....	689.5	Wagon Bridge, WB ML.....	Side.
7.....	699.5	Distant Signal Bridge, WB ML.....	Side.
7.....	699.5	Distance Signal Bridge Passing Track.....	Side.
7.....	699.3	Home Signal Bridge, EB ML.....	Side.
7.....	698.5	Home Signal Bridge, EB ML.....	Side.
7.....	698.3	Distant Signal Bridge, EB ML.....	Side.
7.....	743.0	S. L. & U. Railway Bridge, EB ML.....	Overhead.
7.....	743.0	S. L. & U. Railway Bridge, WB ML.....	Overhead.
7.....	744.8	Viaduct—Freight Tracks.....	Overhead.
7.....	764.4	Station Platform.....	Side.
7.....	769.6	Wagon Bridge.....	Overhead.
7-A.....	14.8	Stockyard Platform.....	Side.
7-A.....	32.0	Freight House Platform.....	Side.
7-A.....	38.6	Station Platform.....	Side.
7-A.....	53.4	Station Platform.....	Side.
7-A.....	60.8	Station Platform.....	Side.
7-A.....	70.5	Station Platform.....	Side.
7-A.....	72.9	Station Platform.....	Side.
7-A.....	79.2	Platform.....	Side.
7-A.....	91.6	Beet Dump.....	Side.
7-A.....	103.7	Station Platform.....	Side.
7-A.....	111.7	Station Platform.....	Side.
7-A.....	122.5	Sevier Tunnel.....	Overhead.
7-D.....	3.8	Station Platform.....	Side.
7-D.....	5.6	Bridge 5-C.....	Side.
7-D.....	10.8	Station Platform.....	Side.
7-D.....	17.3	Bulkhead to Beet Dump.....	Side.
7-D.....	22.1	Station Platform.....	Side.
7-D.....	29.0	Rock Dump.....	Side.
7-D.....	30.2	Tunnel.....	Overhead.
7-D.....	31.3	Rock Bank.....	Side.
7-D.....	32.2	Bridge 32-A.....	Side.
7-D.....	33.3	Rock Bank.....	Side.
7-D.....	34.6	Tunnel.....	Side and overhead.
7-D.....	35.3	Rock Bank.....	Side.
7-D.....	35.8	Rock Bank.....	Side.
7-D.....	43.7	End of Ties on Coal Track.....	Side.
7-E.....	0.8	Retaining Wall.....	Side.
7-E.....	1.1	Hand Railing on Bridge.....	Side.
7-E.....	6.0	Highway Fence.....	Side.
7-E.....	6.2	Bridge 6-B.....	Side.
7-E.....	6.8	Rock Cut.....	Side.
7-E.....	7.5	Rock Cut.....	Side.
7-E.....	7.8	Rock Cut.....	Side.
7-E.....	8.8	Bridge 8-A.....	Side.
7-E.....	18.1	Retaining Wall.....	Side.
7-E.....	21.7	Station Platform.....	Side.
7-F.....	10.1	Water Tank.....	Side.
7-G.....	.05	U. S. Smelter Bridge.....	Overhead.
7-G.....	.06	U. S. Smelter Bridge.....	Overhead.
7-G.....	.06	U. S. Smelter Flume.....	Overhead.

Sub-Div.	Mile	Description	Side or Overhead
7-G.....	14.1	Cribbing on High Line.....	Side.
7-L.....	18.6	Tunnel.....	Overhead.
7-L.....	24.5	Milk Platform.....	Side.
7-L.....	26.0	Milk Platform.....	Side.
7-L.....	26.5	Milk Platform.....	Side.
7-L.....	28.3	Milk Platform.....	Side.
7-L.....	32.3	Station Platform.....	Side.

11. The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- x—Conditional stop as shown under Rule 14.
- ¶—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TG—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Wye.
- T—Turntable.
- §—Scale.
- B—Bulletin.
- †—Standard clock.
- \*—Sand.

12. 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. Except in territory specified below, engineers and conductors may moderately increase the speed above that required by the schedules when the necessity arises, in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding fifty-five (55) miles per hour be made with passenger trains, or a speed exceeding thirty (30) miles per hour be made with freight trains (except fruit and stock trains may make 35 miles per hour) on the main line and thirty-five (35) miles per hour with passenger and twenty (20) miles per hour with freight trains on branch lines.

12-A. Slow boards painted yellow, with the required numerals in black, are located 1400 feet in advance of certain locations where the speed of trains is permanently restricted. The upper numerals denote the maximum speed in miles per hour allowable for passenger trains, and the lower for freight trains, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains. The reverse sides of slow boards are painted green, and serve as resume speed boards at the opposite ends of the restricted sections of track, to mark the end of restricted territory, which the rear of train having passed, normal speed may be resumed. Where two or more restricted areas are close together but one pair of slow boards is used, it being understood that the speed indicated thereon applies until the slow board in advance is passed.

12-B. The specific restrictions shown below cover certain territories where conditions make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with:

TERRITORY	Passenger	Freight
	Trains	Trains
	Miles per	Miles per
	Hour	Hour
<b>Sub-Division 6:</b>		
Between Colton and Kyune.....	35	25
Kyune Helper, Eastward.....	25	15
Helper-Kyune, Westward.....	25	20
<b>Sub-Division 7:</b>		
Soldier Summit to Detour.....	25	12
Detour to Rio.....	30	15
Rio to Thistle.....	35	20
Thistle to Soldier Summit.....	30	25
S. L. & U. (Orem) Crossing, Westward.....	8	8
Salt Lake City, between South Temple and 5th		
South.....	5	5
Ogden Union Depot Yard.....	5	5
<b>Sub-Division 6-A:</b>		
Mounds-Sunnyside.....		12
<b>Sub-Division 6-B:</b>		
Kenilworth Junction-Kenilworth.....		12

TERRITORY	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
<b>Sub-Division 6-C:</b>		
Spring Canyon Junction-Rains.....		6
<b>Sub-Divisions 6-D, 6-E:</b>		
Colton-Clear Creek-Winter Quarters.....		15
<b>Sub-Division 7-A:</b>		
Between Thistle and Milburn.....	30	20
Between Manti and Sevier.....	30	20
Between Sevier and Marysvale.....	25	15
<b>Sub-Division 7-B:</b>		
Between Ephraim and Nebo Jct.....	20	20
Between Nebo Jct. and Nephi.....	15	15
<b>Sub-Division 7-D:</b>		
Between Silver City and Pearl.....	20	12
Between Pearl and Springville.....	30	20
Bridges 29-A, 32-A.....	6	6
<b>Sub-Division 7-E:</b>		
	25	25
<b>Sub-Division 7-F:</b>		
Between Midvale and Sand Pit.....	15	15
Between Sand Pit and Wasatch.....	8	8
<b>Sub-Division 7-G:</b>		
	20	12
<b>Sub-Division 7-H:</b>		
	30	20
<b>Sub-Division 7-J:</b>		
	20	12
<b>Sub-Division 7-L:</b>		
Bridges 14-A and 14-B.....	8	8
Main Street, Salt Lake City.....	5	5
<b>Sub-Division 7-M:</b>		
	20	12
<b>Sub-Division 7-N:</b>		
	12	12
All Sub-Divisions, except where Sub-Division restrictions in certain territory require lower speed:		
In or out of turn outs.....	15	15
Approaching and thru interlockers.....	35	25
Over railroad crossings not interlocked.....	25	20
F-81 class engines.....	30	30
Mallet engines.....	25	25
Engines backing up.....	15	15
Trains hauling dead engines with side rods up.....		25
Dead engines with side rods all down.....		15
With one pair wheels swinging.....		10
Steam derricks.....		25

Engines running light will not exceed speed of freight trains between Soldier Summit and Helper in either direction.

Mallet engines running light must not exceed twenty (20) miles per hour between Soldier Summit and Thistle on the down hill or westward movement.

Westward passenger trains using Eastward track between Soldier Summit and Thistle must not exceed twenty (20) miles per hour.

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

**12-C. City ordinance speed limits as follows:**

STATION	Miles per Hour
Price.....	20
Springville.....	15
Provo.....	15
American Fork.....	20
Lehi.....	12
Midvale.....	12
Murray.....	25, crossings 10 miles per hour
Mt. Pleasant.....	12

**13. Company surgeons are located as follows:**

Name	Location
J. F. Roe, Chief Surgeon.....	Denver.
F. S. Bascom, Asst. Chief Surgeon.....	Salt Lake City.
F. R. King.....	Green River.
E. V. Long.....	Sunnyside.
Chas. Ruggerl.....	Price.
E. F. Gianotti.....	Helper.
W. L. Lindsay.....	Standardville.
C. E. McDermid.....	Castle Gate.
M. L. Allen.....	Winter Quarters.
F. M. Poulson.....	Soldier Summit.
John R. Anderson.....	Springville.
Aird and Robison.....	Provo.
J. F. Noyes.....	American Fork.
M. A. Dalton.....	Lehi.
Hosmer and Alley.....	Midvale.
F. R. Slopansky, Oculist and Aurist.....	Salt Lake City.
M. C. Lindem.....	Salt Lake City.
R. S. Allison.....	Salt Lake City.
F. D. Spencer.....	Salt Lake City.
J. R. Morrell.....	Ogden.
L. R. Pugmire, Oculist and Aurist.....	Ogden.
T. E. Clark.....	Park City.
W. R. Wherritt.....	Heber.
L. D. Stewart.....	Payson.
E. J. Howell.....	Eureka.
Steele Bailey, Jr.....	Mammoth.
S. B. Rigby.....	Fairview.
P. L. Holman.....	Mt. Pleasant.
A. J. Nielson.....	Ephraim.
George L. Sears.....	Manti.
F. H. Beckstead.....	Nephi.
C. L. Merrill.....	Salina.
T. R. Gledhill.....	Richfield.
R. G. Frazier.....	Bingham.
Hugo Christopherson.....	Garfield.

**13-A. Hospitals are located as follows:**

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

**13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.—**Personal injuries, when train is not wrecked, by message to Superintendent, who will promptly advise Claim Department. 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 or 3407, as appropriate).
- Names of Passengers (Form 4009).
- Names of Witnesses (Form 4000).
- Ejectment (Form 3926).
- Inspection (Form 4012).
- Fire Report (Form 4119).
- Stock Report (Enginemen, Form 3511).
- Stock Report (Sectionmen, Form 4117).

**13-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.

**13-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.

**14.** No. 1 will stop at Colton to discharge pay passengers from Helper and East, destined Scofield Branch when connection with Scofield Branch cannot be made at Soldier Summit, and will stop at Springville to discharge pay passengers from Pueblo and beyond.

**14-A.** No. 2 will stop at Springville to discharge through passengers from points West of Salt Lake City and to pick up passengers for Grand Junction and East, and will stop at all stations between Soldier Summit and Green River to discharge through pay passengers from connections Salt Lake City or Ogden and stop at Colton for pay passengers for Helper and East.

**14-B.** No. 3 will stop at Clearfield on signal.

**14-C.** Nos. 3 and 4 will stop at Rolapp for pay passengers.

**14-D.** No. 4 will reduce speed at Rolapp and Heiner to exchange mail.

**14-E.** No. 4 will stop at Clearfield on signal.

**14-F.** Nos. 409 and 410 will stop at Lakeview, Mile 705.8 and at Vineyard, Mile 707.8 to load and unload milk.

**14-G.** Nos. 511 and 512 will stop on signal at Asphaltum Spur, Bird's Eye Marble Spur, Clinton, near Mile 6 and at Grove.

**14-H.** Nos. 409 and 410 will stop on signal at L. A. & S. L. crossing, Mile 42, at Homansville and at Bridge 33-A.

**14-I.** Nos. 307 and 308 will stop at Giles, Deer Creek, McEwuen, Wildwood, Falls, Heist and at Booth, on signal.

**14-J.** Nos. 103 and 104 will stop on signal at Pharaoh's Glen, Kalbaugh, Old Arm Chair Bridge and Roach's.

**15.** Double track switch at Midvale will be kept lined for Eastward track. Double track switches at Provo and Helper will be kept lined for Westward track.

**15-A. LOCATION OF CROSSOVERS ON DOUBLE TRACK.**

Miles from Denver	Points	Miles from Denver	Points
626.6	Trailing.	666.5	Trailing.
626.8	Facing.	669.2	Facing.
627.5	Trailing.	670.3	Trailing.
628.9	Trailing.	672.1	Facing.
629.6	Facing.	673.0	Trailing.
630.0	Trailing.	675.0	Facing.
630.6	Trailing.	676.4	Facing.
631.2	Facing.	677.1	Trailing.
631.6	Trailing.	680.0	Facing.
635.2	Facing (Nolan) E. B. to Passing Track.	680.6	Facing.
635.2	Facing (Nolan) W. B. to Passing Track.	680.9	Facing.
637.1	Trailing.	681.0	Trailing.
641.9	Trailing.	681.7	Trailing.
644.1	Trailing.	681.7	Facing.
644.4	Facing.	684.1	Facing.
644.6	Trailing.	685.0	Trailing.
645.3	Facing.	688.6	Trailing.
650.4	Trailing.	695.7	Trailing.
650.9	Facing.	695.7	Facing.
651.2	Facing.	696.0	Trailing.
651.6	Trailing.	699.2	Facing.
651.8	Facing.	700.4	Trailing.
654.3	Trailing.	700.9	Trailing.
655.2	Facing.	735.0	Trailing.
656.1	Facing.	735.2	Facing.
658.1	Trailing.	735.9	Trailing.
660.2	Facing.	737.2	Trailing.
660.2	Trailing.	737.8	Trailing.
661.5	Facing.	738.9	Trailing.
661.8	Trailing.	741.2	Facing.
665.6	Facing.	742.6	Trailing.
		743.6	Facing.

**16.** Water Tank at Lehi Sugar Works.

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

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

The following special instructions, Rules 18 to 21 inclusive, in connection with the Rules and Regulations of the Operating Department, 1924, supersede all previous rules and instructions inconsistent therewith:

**18.** Add Rule 220-B as follows:

"220-B. Train orders and MB's relating to track conditions, unless annulled, must be respected by conductors and enginemen on all trips made during the tour of duty on which such orders are received."

**19.** First paragraph of Rule 221 is amended to read:

"Except at stations where all trains are required to obtain a clearance card, a fixed signal must be used at each train order office, which shall indicate 'stop' when there is an operator on duty, except when changed to indicate 'proceed' to allow a train to pass when there are no train orders for any train in the same direction. Where other than two-position or three-position semaphore is used, the signal must not be changed to indicate 'proceed' when there is a train order for a train in either direction. A train must not pass the signal while 'stop' is indicated, without a clearance card. The signal must be returned to indicate 'stop' as soon as a train has passed. It must be fastened at 'proceed' only when no operator is on duty."

**20.** Add to instructions following Example 3 of Form G:

"Work extras, whether required to protect or not protect against extra trains, must clear the time of the extra five minutes."

**21.** Add to instructions following Form K:

"It will be necessary to obtain the annulment of a schedule or section but once, provided conductor and engineman have a copy in their possession on each trip."

**22.** Omitted.

**23.** Trains handling loaded coke racks must not exceed speed of 25 miles per hour. Coke racks must not be handled in No. 61.

**24.** Park City branch trains 103 and 104 will be operated between Salt Lake City and Roper as authorized by train order or clearance card and have no time table authority.

Leave Salt Lake City.....5:45 A. M. Daily  
 Arrive Roper .....5:55 A. M. Daily  
 Leave Roper .....1:20 P. M. Daily  
 Arrive Salt Lake City.....1:45 P. M. Daily

**25.** Extra freight train will operate between Manti and Richfield on Mondays, Wednesdays, Fridays, as authorized by train order.

Leave Manti.....About 5:00 P. M.  
 Arrive Richfield.....About 7:30 P. M.  
 Leave Richfield .....About 8:30 P. M.  
 Arrive Manti.....About 11:00 P. M.

# Tracks not Shown as Stations in Time-Table

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
<b>SUB-DIVISION 6</b>				Penitentiary.....	3.3	1	East
Kenilworth Junction.....	627.4	Yard	West	Mountain Dell.....	11.5	3	West
Heiner.....	628.5	4	West	Fletcher.....	27.0	2	West
Lynn.....	632.0	2	East	Mackintosh Sampler.....	31.6	Yard	West
<b>SUB-DIVISION 7</b>				Ontario Mine Spur.....	33.9	18	East
Evona.....	779.9	30	East	<b>SUB-DIVISION 7-E</b>			
Ogden Sugar Works.....	779.5	146	East	Knight Coal Co.....	0.7	9	East
Taylor.....	777.6	12	E. & W.	Provo Ice and Storage Co.....	1.7	5	West
Star Canning Works.....	774.3	20	East	Provo Pressed Brick Works.....	2.1	15	West
Gifford.....	773.6	20	E. & W.	Booth Spur.....	3.6	13	West
Clearfield.....	772.0	12	East	<b>SUB-DIVISION 7-D</b>			
Smith's Siding.....	770.7	44	E. & W.	Springville-Mapleton Sugar Factory.....	1.6	85	West
Ellison.....	769.2	8	East	Snell.....	3.1	12	East
Layton Sugar Works.....	768.0	150	West	Spanish Fork Sugar Factory.....	5.1	93	E. & W.
Flint.....	766.0	9	East	Lewis.....	7.8	8	West
Haight.....	762.1	4	West	Townsend Quarry.....	16.6	56	West
Valencia.....	755.2	12	East	Lant.....	23.1	8	West
Copper Plant (Disconnected).....	747.8	140	East	Iron Spur.....	26.3	20	E. & W.
Dunford, Westward Track.....	740.6	10	East	Connely.....	35.9	3	West
Oxide, Eastward Track (Disconnected).....	739.1	23	West	Homansville.....	36.3	8	West
Fire Clay, Westward Track.....	739.0	27	East	Saddle.....	36.7	12	E. & W.
Gaddie.....	732.7	11	East	Eagle and Blue Bell Mine.....	38.6	14	West
Lampton.....	730.7	20	East	Gemini Mine.....	38.9	50	West
Lehi Sugar Works.....	715.7	115	E. & W.	Chief Con. Mine.....	39.1	60	West
Wing.....	712.4	13	West	Tintic Mill.....	43.1	Yard	West
Love.....	708.3	8	West	Godiva (Eagle and Blue Bell Spur).....	1.0	30	East
Knudsen.....	702.4	12	East	<b>SUB-DIVISION 7-N</b>			
Grundy.....	699.8	8	West	Iron King.....	6.1	22	E. & W.
Ironton { Republic Creosoting Co. Columbia Steel Co. Pacific States Cast Iron Pipe Co. }	699.0	Yard	E. & W.	<b>SUB-DIVISION 7-A</b>			
Law.....	692.1	12	West	Asphaltum.....	2.0	8	West
Diamond.....	683.1	5	West	Birdseye Marble.....	4.6	2	West
<b>SUB-DIVISION 7-M</b>				Manning.....	37.1	10	East
Kingsville.....	1.7	35	West	Seely.....	39.3	10	East
Farnsworth (Interstate Sugar Co. Track).....	1.6	22	West	Neilsen.....	43.4	8	East
Farnsworth (West Point Canning Co.).....	1.6	12	West	Spearmint.....	76.1	70	West
Hooper Sugar Works.....	3.5	99	West	Grove.....	75.8	8	West
Hooper Canning Works.....	3.6	21	West	Wright.....	81.0	192	West
<b>SUB-DIVISION 7-G</b>				Harding.....	88.6	8	West
U. S. Smelter.....	0.5	Yard	West	Edith.....	88.9	8	East
Gibbons.....	12.1	14	East	Ivie.....	90.2	17	West
<b>SUB-DIVISION 7-H</b>				Kane.....	93.6	18	E. & W.
Iverson.....	6.4	4	West	Fairmont.....	94.7	16	West
<b>SUB-DIVISION 7-B</b>				Jumbo Mill.....	97.6	30	West
Bagnall.....	6.9	6	West	Cowley.....	98.8	17	West
Phoenix.....	21.1	2	West	Kema.....	100.0	8	West
<b>SUB-DIVISION 7-L</b>				Pratt.....	101.7	23	West
Bamberger Coal Co. No. 3 or Temple.....	1.0	39	E. & W.	Hansen.....	102.8	12	East
Forest Dale.....	2.0	15	E. & W.	Soto.....	102.9	8	West
Eastern and Western Lumber Co.....	2.0	31	East	Poulson.....	105.2	16	E. & W.
Wilford.....	2.6	55	West	Jensen.....	107.3	23	East
				Lambert.....	129.4	18	West

## OPEN HOURS OF TELEGRAPH OFFICES

	Week-Day Hours	Sunday and Holiday Hours		Week-Day Hours	Sunday and Holiday Hours
Green River.....	Continuous	Continuous	Fairview.....	9:00 a. m. to 6:00 p. m.	{ 11:00 a. m. to 1:00 p. m. 4:00 p. m. to 6:00 p. m.
Woodside.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 6:00 p. m.	Mt. Pleasant.....	8:30 a. m. to 5:30 p. m.	{ 11:15 a. m. to 1:15 p. m. 3:30 p. m. to 5:30 p. m.
Mounds.....	9:00 a. m. to 1:00 a. m.	9:00 a. m. to 1:00 a. m.	Spring City.....	8:00 a. m. to 5:00 p. m.	{ 11:30 a. m. to 1:30 p. m. 3:00 p. m. to 5:00 p. m.
Sunnyside.....	9:00 a. m. to 6:00 p. m.	Closed	Ephraim.....	8:00 a. m. to 5:00 p. m.	{ 11:30 a. m. to 1:30 p. m. 3:00 p. m. to 5:00 p. m.
Price.....	5:45 a. m. to 9:45 p. m.	5:45 a. m. to 9:45 p. m.	Manti.....	7:30 a. m. to 4:30 p. m.	{ 12:00 p. m. to 4:00 p. m. 3:00 p. m. to 5:00 p. m.
Helper.....	Continuous	Continuous	Gunnison.....	9:00 a. m. to 6:00 p. m.	{ 1:00 p. m. to 3:30 p. m. 1:30 p. m. to 3:30 p. m.
Castle Gate.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 6:00 p. m.	Salina.....	9:00 a. m. to 6:00 p. m.	{ 1:30 p. m. to 3:30 p. m. 1:45 p. m. to 3:45 p. m.
Kyune.....	Continuous	Continuous	Sigurd.....	9:00 a. m. to 6:00 p. m.	{ 1:45 p. m. to 3:45 p. m. 1:45 p. m. to 3:45 p. m.
Colton.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Richfield.....	8:30 a. m. to 5:30 p. m.	{ 1:30 p. m. to 3:30 p. m. 12:30 p. m. to 2:30 p. m.
Scotfield.....	9:00 a. m. to 6:00 p. m.	Closed	Elsinore.....	8:00 a. m. to 5:00 p. m.	Closed
Soldier Summit.....	Continuous	Continuous	Marysvale.....	6:45 a. m. to 3:45 p. m.	Closed
Gilluly.....	Continuous	Continuous	Spanish Fork.....	8:15 a. m. to 5:30 p. m.	Closed
Thistle.....	Continuous	Continuous	Payson.....	8:00 a. m. to 6:00 p. m.	Closed
Springville.....	7:45 a. m. to 5:15 p. m.	7:45 a. m. to 5:15 p. m.	Goshen.....	7:30 a. m. to 4:30 p. m.	Closed
Provo.....	Continuous	Continuous	Eureka.....	6:30 a. m. to 3:30 p. m.	6:30 a. m. to 8:30 a. m.
American Fork.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Silver City.....	6:00 a. m. to 3:00 p. m.	6:00 a. m. to 8:00 a. m.
Lehi.....	Continuous	Continuous	Heber.....	7:45 a. m. to 5:45 p. m.	11:20 a. m. to 1:20 p. m.
Riverton.....	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 5:30 p. m.	Bingham.....	8:00 a. m. to 5:00 p. m.	Closed
Midvale.....	Continuous	Continuous	Garfield.....	7:00 a. m. to 4:00 p. m.	Closed
Murray.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Sugar House.....	7:00 a. m. to 4:00 p. m.	Closed
Salt Lake City.....	Continuous	Continuous	Park City.....	8:00 a. m. to 5:00 p. m.	9:45 a. m. to 11:45 a. m.
North Salt Lake.....	8:00 a. m. to 3:00 p. m.	Closed			
Layton.....	8:00 a. m. to 5:00 p. m.	Closed			
Roy.....	9:00 a. m. to 6:00 p. m.	Closed			
Ogden.....	{ 6:00 a. m. to 2:00 p. m. 2:30 p. m. to 10:30 p. m. }	{ 6:00 a. m. to 2:00 p. m. 2:30 p. m. to 10:30 p. m. }			

# Adjusted Tonnage Ratings

FROM	TO	Class L-107 Engines 3500-3509	Class L-95 Engines 3400-3415	Class L-62 Engines 3300-3307	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-67 Engines 1501-1510 1521-1530	Class K-55 Engines 1200-1213	Class C-48 Engines 1131-1199 Super- heated	Class C-38-39-41 Engines 900-925 1000-1029	Class T-29 T-31 Engines 760-793	Class C-26 C-28 Engines 600-691	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Green River.....	Mounds.....				2860	2525	2315	1790	1630				5
Mounds.....	Helper.....	3850	3400		2860	2750	2315	1970	1630				5
Helper.....	Woodside.....	5300	4550		4100	3670	3300	2390	2100				7
Woodside.....	Green River.....				3380	3020	2700	2040	1870				6
Helper.....	Kyune.....	1500	1170	870	1240	1060	975	760	685				3
Mounds.....	Whites.....		1900					1010	850	700			3
Whites.....	Sunnyside.....		1030					580	450	350			2
Kenilworth Junction.....	Kenilworth.....		1040	625					525				2
Colton.....	Scotfield.....								810	670			3
Scotfield.....	Clear Creek.....								540	440			2
Salt Lake.....	Thistle.....	4770	3920	3200	3750	3320	2980	2260	2080		1280		6
Thistle.....	Soldier Summit.....	1860	1460	1080	1500	1310	1200	940	850				3
Provo.....	Salt Lake.....	6580	5720	3750	6000	5320	4700	3600	3250		2000	1700	8
Salt Lake.....	Ogden.....							3100	2750		1700	1290	8
Ogden.....	Salt Lake.....							3100	2750		1700	1290	8
Sugar House.....	Altus.....			390					320	275		175	1
Gogorza.....	Altus.....			710					590	495		315	2
Midvale.....	Welby.....		1385	930					680	580		350	2
Welby.....	Dalton.....									525		300	2
Dalton.....	Bingham.....									285		160	1
Welby.....	Midvale.....		2220	1480					1100	930		610	4
Garfield.....	Welby.....		3560	2430					1790			930	5
Provo.....	Heber.....								750	620		400	3
Springville.....	Santaquin.....			1950					1500			770	5
Goshen.....	Santaquin.....			1950					1500			770	5
Goshen.....	Knightville.....			625					450			260	2
Silver City.....	Knightville.....			800					580			330	2
Pearl.....	Dividend.....			450					350				1
Thistle.....	Hilltop.....			1250					1040	860	620	550	4
Salina.....	Hilltop.....								1570	1470	930	790	5

## 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. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car. Between Helper and Mounds these ratings may be increased 25 percent, when there is tonnage which cannot or should not be left for No. 138.

## Extracts from Revised Statutes of Utah

### 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, or cars to stand in or upon any street or sidewalk or crossing so as to obstruct the ordinary travel thereon, or to operate switch engines or cars so as to obstruct the free passage over, or the ordinary use of said streets.

**Section 1 (Provo City Ordinance).** All locomotives, cars and trains are required to come to a full stop before crossing any other line of railroad, and at a distance of not less than forty feet therefrom; and when two trains arrive at the same crossing simultaneously, the train on the first constructed track shall have precedence in crossing. It shall be unlawful for any person to permit any train, engine, or cars to stand in or upon any street or sidewalk or crossing so as to obstruct the ordinary travel thereon, or to operate switch engines or cars so as to obstruct the free passage over, or the ordinary use of said streets.

This refers in particular to S. L. & U. (Orem) Electric Line crossings in limits of Provo City.

### 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.

### FREIGHT CARS NOT TO BE PLACED IN PASSENGER TRAINS

**8203. (4203.) Placing Freight Car in Rear of Train.** Every person who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars, is guilty of a misdemeanor, and, if loss of life or limb results from such placing or running, is guilty of a felony. The term "freight car" as used in this section does not include a baggage, express or mail car.

E. W. DEUEL,  
Assistant Superintendent,  
Salt Lake City.

B. H. DECKER,  
Trainmaster, Sub-Division 6, 6-A,  
6-B, 6-C, 6-D, 6-E,  
Helper.

J. R. LOFTIS,  
Trainmaster, Sub-Division 7-A, 7-B,  
7-C, 7-D, 7-E, 7-N, and Sub-Division  
7, Provo and East,  
Provo.

M. J. MCGURL,  
Road Foreman of Equipment,  
Salt Lake City.

E. H. BLACKWELL,  
Chief Dispatcher.

W. A. NASH,  
Second Chief Dispatcher.  
Sub-Divisions 7, 7-A, 7-B, 7-C,  
7-D, 7-E, 7-F, 7-G, 7-H, 7-J, 7-K,  
7-L, 7-M, 7-N,  
Salt Lake City.

ALEX BAXTER,  
Road Foreman of Equipment,  
Helper.

W. M. HENDERSON,  
Chief Dispatcher,  
Sub-Divisions 6, 6-A, 6-B, 6-C, 6-D,  
6-E,  
Soldier Summit.