

THE DENVER AND RIO GRANDE RAILROAD

A. R. BALDWIN, Receiver

SALT LAKE DIVISION EMPLOYMENT TIME TABLE TO TAKE EFFECT FROM 11 A. M., SUNDAY, MAY 8th, 1920. STATION TIME 105TH

This Time Table is for the convenience of the public only, and is not to be used for any other purpose. The Railroad reserves the right to change the schedule at any time without notice.

J. RUSSELL,

General Manager,
Denver, Colorado.

W. E. GREEN,

Ass't. General Manager,
Denver, Colorado.

R. F. RAY,

Ass't. to Ass't General Manager,
Denver, Colorado.

I. H. LUKE,

General Superintendent,
Salt Lake City, Utah

L. F. WILSON,

Superintendent of Transportation,
Denver, Colorado.

J. T. SLATTERY,

Superintendent,
Salt Lake City, Utah

SALT LAKE DIVISION--Main Line--Soldier Summit to Ogden--WESTWARD

THIRD CLASS			SECOND CLASS			Miles from Denver	TIME TABLE No. 90 March 28th, 1920		Telegraph Calls	Car Capacity of Passing Sidings	FIRST CLASS							
NO. 91 Local Freight	NO. 89 Local Freight	NO. 191 Park City Local Freight	NO. 65 Utah- Fast Freight	NO. 61 California Fast Freight	STATIONS AND SIDINGS.						NO. 1 Pacific Coast Limited	NO. 3 Salt Lake- San Fran. Express	NO. 101 Park City Passenger	NO. 203 Bingham Passenger	NO. 205 Bingham Passenger	NO. 409 Tintic Passenger	NO. 511 Marysvalc Passenger	
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			7.30AM	9.00PM	651.5	N	SOLDIER SUMMIT	C.W.T.	JF	Yard	9.10AM	5.30PM						
			7.55	9.25	656.5		SOENIO			East Bd	9.25	f 5.45						
			8.28	9.58	661.0	N	GILLULY	W.	GI	80	s 9.44	s 6.04						
			8.52	10.22	665.8		DETOUR			East Bd 65	9.59	6.19						
			9.12	10.42	669.8		MILL FORK	W.		65	10.09	f 6.29						
			9.36	11.06	672.5		NARROWS			66	10.16	6.36						
			9.58	11.28	676.6		RIO			66	10.26	6.46						
7.00AM			10.34	12.10AM	680.9	N	THISTLE	C.W.T.	JD	Yard	s 10.34 ⁶⁵	s 6.55				3.05PM		
7.15			11.00	12.25	684.6		OASTILLA			92	10.41	7.02				f 3.14		
					688.6		MOARK			Trans Over								
7.35			11.20	12.45	691.3		MAPLETON			79	10.51	7.12				f 3.24		
8.10			11.35	1.00	695.8	D	SPRINGVILLE	W.T.	NG	Yard	10.59	f 7.22			8.55AM	s 3.37		
8.55			11.59 ⁵¹²	1.30	701.2	N	PROVO	W.T.	VO	Yard	s 11.10	s 7.37			s 9.11	s 3.51		
9.25 ⁴ ₁₀₉			12.15PM ⁹²	1.45	704.8		LAKOTA			92	11.17	7.45			9.25 ⁴ ₉₁	3.59		
10.00			12.30	2.00	710.0		GENEVA			92	11.26	7.55			f 9.50	f 4.09		
10.30			12.45	2.15	713.7	D	AMERICAN FORK		AF	92	11.32 ⁵¹² ₉₂	f 8.02			s 9.58	s 4.16		
11.00 ⁹²			12.55	2.25	717.0	N	LEHI		HI	96	11.38	f 8.08			s 10.06	s 4.22		
11.15 ⁵¹²			1.05	2.35	720.2		MESA			50	11.43	8.13			f 10.12	f 4.27		
11.25			1.12	2.42	722.8		NASH	W.		97	11.47	8.18			f 10.17	f 4.32		
11.35			1.20	2.50	725.5		OLIVERS			65	11.51	8.23			f 10.22 ⁹²	f 4.37		
11.56 ¹			1.30	3.00	728.6	D	RIVERTON		RN	93	11.56 ⁹¹	8.28			s 10.30	s 4.45 ¹¹⁰		
12.20PM			1.50	3.30 ⁶²	734.5	N	MIDVALE	W.T.	BJ	Yard	12.04PM	8.38	10.12AM	4.32PM	s 10.40	s 4.55		
12.30			2.00	3.40	737.4		SMELTER PASSING TRACK			110	12.09	8.43	10.18	4.38	10.46	5.00		
12.35			2.05	3.45	738.4	D	MURRAY		FK	45	12.11	8.45	s 10.20	s 4.40	f 10.48	f 5.02		
12.50		2.35PM	2.40	4.00	742.5		ROPER			Yard	12.17	8.52	4.00PM	f 10.27	f 4.47	f 10.56		
1.00PM	8.15AM	2.45PM	3.30PM	5.00AM	745.1	N	SALT LAKE CITY	C.W.T.	UN	Yard	s 12.25 12.40	s 9.00 9.15	4:10PM	10.35AM	4.55PM	11.05AM		
	8.35				750.9		NORTH SALT LAKE			Stock Yds	12.50	f 9.26						
	8.45				753.6		WOODS CROSS			68	12.55	f 9.31						
	9.10				760.6		FARMINGTON	W.		60	1.05	f 9.42						
	9.30				764.4	D	KAYSVILLE		KY	62	1.11	f 9.49						
	9.45				767.2	D	LAYTON		RJ	67	1.15	f 9.55						
	10.15				774.6	D	ROY		RY	91	1.25	f 10.07						
	10.45AM				782.0	N	OGDEN	C.W.T.	OG	Yard	1.40PM	10.25PM						
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		130.5					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
6.0	2.30	0.10	8.00	8.00		Time over District					4.30	4.55	0.10	0.23	0.23	2.10		
10.7	14.7	15.6	11.7	11.7		Average Miles per Hour					29.0	26.5	15.6	27.6	27.6	22.7	20.6	

SPECIAL INSTRUCTIONS.

B-1—Eastward Trains are superior to Trains of the same class in the Opposite Direction.

R. R. Crossing S. L. & U. Westward Track, Mile 695.0 interlocked.

No. 511 Stop on Signal at Mile 705.8 and at Diamond.

No. 409 Stop at Mile 705.8 to load milk.

No. 1 will Stop at Springville to discharge passengers from Grand Junction and East.

Water Tank at Lehi Sugar Works.

No. 3 Stop at Riverton and Midvale to discharge passengers from points east of Thistle.

SALT LAKE DIVISION--Main Line--Ogden to Soldier Summit--EASTWARD

FIRST CLASS								TIME TABLE No. 90 March 28th, 1920				Miles from Ogden	Telegraph Cable	Car Capacity or Passing Sidings	SECOND CLASS		THIRD CLASS	
NO. 512 Marysville Passenger	NO. 410 Tintic Passenger	NO. 206 Bingham Passenger	NO. 204 Bingham Passenger	NO. 102 Park City Passenger	NO. 4 Denver and Eastern Express	NO. 2 Atlantic Coast Limited	STATIONS AND SIDINGS	NO. 62 California East Freight	NO. 192 Park City Local Freight	NO. 92 Local Freight	NO. 90 Local Freight							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
					12.05PM	8.25PM	N SOLDIER SUMMIT C.W.T.	131.5	JF	Yard	11.55AM							
					11.45	8.04	5.0 SOENIO	126.5		East Hd 105	10.00							
					11.30	7.48	N 4.5 GILLULY W.	122.0	GI	80	9.25							
					11.15	7.33	4.8 DETOUR	117.2		East Hd 65	8.50							
					11.05	7.23	4.0 MILL FORK W.	113.2		65	8.32							
					10.57	7.15	2.7 NARROWS	110.5		66	8.20							
					10.42	7.00	4.1 RIO	106.4		68	7.50							
					10.32	6.50	N 4.3 THISTLE C.W.T.	102.1	JD	Yard	7.30							
					10.18	6.37	3.7 CASTILLA	98.4		92	6.45							
							4.0 MOARK	94.4		Trans Over								
							2.1 SUTRO	92.3		90	6.15							
							6.1 D SPRINGVILLE W.T.	86.2	NG	Yard	5.45							
							5.4 N PROVO W.T.	80.8	VO	Yard	5.30							
							3.6 LAKOTA	77.2		92	5.05							
							5.2 GENEVA	72.0		92	4.50							
							3.7 D AMERICAN FORK	68.3	AF	92	4.40							
							3.3 N LEHI	65.0	HI	90	4.30							
							3.2 MESA	61.8		50	4.20							
							2.6 NASH W.	59.2		97	4.10							
							2.7 OLIVERS	56.5		65	4.00							
							3.1 D RIVERTON	53.4	RN	93	3.50							
							5.9 N MIDVALE W.T.	47.5	BJ	Yard	3.30							
							2.9 SMELTER PASSING TRACK	44.6		110	3.00							
							1.0 D MURRAY	43.6	FK	45	2.54							
							4.1 ROPER	39.5		Yard	2.41							
							2.6 N SALT LAKE CITY C.W.T.	36.9	UN	Yard	2.30AM							
							5.8 NORTH SALT LAKE	31.1		Stock Yds								
							2.7 WOODS CROSS	28.4		58								
							7.0 FARMINGTON W.	21.4		60								
							3.3 D KAYSVILLE	17.6	KY	53								
							2.8 D LAYTON	14.8	RJ	57								
							7.4 D ROY	7.4	RY	91								
							7.4 N OGDEN C.W.T.		OG	Yard								
							131.5											
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Time over District											
2.10	1.35	0.20	0.20	0.03	5.20	5.05	Average Miles per Hour											
30.1	31.1	31.8	31.8	19.5	24.6	25.8												
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SPECIAL INSTRUCTIONS.

B-2—When Nos. 101 and 102, 192 and 191 become 15 minutes late between Salt Lake City and Roper they will protect against all trains.

No. 512 Stop on Signal at Mile 705.8 and at Spanish Fork road crossing 300 yards east of Mile 689, and at Diamond.

No. 410 Stop at Mile 705.8 to unload milk cans.

No. 2 will Stop at Springville for passengers destined Grand Junction and East.

Yard Limit Stations: Soldier Summit, Gilluly, Narrows, Thistle, Springville, Provo, Midvale, Murray, Roper, Salt Lake City, North Salt Lake, Ogden.

R. Crossings:

S. L. & U. eastward track, Mile 695.9 (interlocked).

L. A. & S. L. Mile 705.7.

O. S. L. intersection of 4th West and 9th South Sts., Salt Lake Union Depot tracks, Salt Lake City.

O. S. L. Mile 744.2 (interlocked).

Western Pacific Mile 745.5.

S. L. G. & W. and O. S. L. Mile 745.6.

Bamberger Electric Mile 751.2.

O. S. L. Mile 771.2.

Southern Pacific Mile 781.3.

O. S. L. Mile 781.7.

WESTWARD - Park City Branch - EASTWARD

FROM PARK CITY			Miles from Park City	TIME TABLE No. 90			Miles from Union Depot, Salt Lake	Park City Branch Mileage	Telegraph Calls	Car Capacity of Sidings	TO PARK CITY	
SECOND CLASS	FIRST CLASS	March 28th, 1920			FIRST CLASS	SECOND CLASS						
NO. 191 Freight	NO. 101 Mail & Ex.				NO. 102 Mail & Ex.	NO. 192 Freight						
Leave Daily Ex. Sunday	Leave Daily	STATIONS AND SIDINGS			Arrive Daily	Arrive Daily Ex. Sunday						
11.30AM	2.00PM	D	PARK CITY C.W.T.			10.30AM	10.25AM					
11.45	2.13	4.0	4.0 SNYDERVILLE			10.16	9.57					
11.53	2.21	6.3	2.3 KIMBALL'S			10.11	9.50					
12.08PM	2.30	8.8	2.5 GOGORZA W.T.			10.03	9.38					
12.32	2.47	13.5	4.1 ALTUS			9.50	9.15					
12.55	3.05	17.6	4.1 BARCLAY W.			9.30	8.50					
1.20	3.21	21.8	4.2 DALE W.			9.09	8.25					
1.25	3.24	22.5	0.1 LIMONA			9.07	8.20					
1.40	3.31	24.7	2.2 LE GRAND			9.00	8.10					
2.10	3.47	29.5	D	4.3 SUGAR HOUSE			8.45	7.35				
2.30PM	4.00PM	32.3	2.3 ROPER			8.38AM	7.15AM					
Arrive Daily Ex. Sunday	Arrive Daily		32.3			Leave Daily	Leave Daily Ex. Sunday					
3.00	2.00		Time over District			1.57	3.10					
10.3	16.1		Average Miles per Hour			16.6	10.2					

SPECIAL INSTRUCTIONS.

C-1—Eastward Trains are superior to Trains of the same class in the Opposite Direction. Passenger Trains will stop at "Pharoah's Glen," near Mile 3, and at "Old Arm Chair Bridge," near Mile 10, and Rosche's, between Mile Posts 14 and 15, to let off or take on passengers. All Trains will stop at Altus and inspect brakes. Trains must under no circumstances exceed schedule running time, and will reduce speed to 6 miles per hour over bridges 14A and 15A. Yard Limit Stations, Roper, Park City. Denver & Rio Grande engines and crews going to Ontario Mill at Park City will get clearance card from Agent before using joint track. On freight and passenger trains, all the pressure cocks must be used between Altus and Gogorza and between Altus and Sugar House. Water brakes will be used between Altus and Sugar House on light engines and engines attached to all freight trains.

WESTWARD - Bingham Branch - EASTWARD

FROM BINGHAM		Miles from Midvale	TIME TABLE No. 90		Miles from Bingham	Telegraph Calls	Car Capacity of Sidings	TO BINGHAM		
FIRST CLASS			March 28th, 1920					FIRST CLASS		
NO. 205	NO. 203		STATIONS AND SIDINGS					NO. 204	NO. 206	
Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
3.45PM	9.25AM	14.0	D	BINGHAM	W.T.		BM	24	9.10AM	3.30PM
" 3.53	" 9.33	12.8		1.3 OOPPERTON		1.2		6	" 8.59	" 3.19
f 3.57	f 9.37	11.4		1.4 LEAD MINE	W.T.	2.6			f 8.55	" 3.15
f 4.03	f 9.43	9.0		2.4 DALTON		5.0		10	f 8.49	f 3.09
4.06	9.46	7.5	Double Track D	1.5 LOLINE JUNCTION		6.9		9	" 8.45	f 3.05
4.13	" 9.53	5.0		2.5 WELBY	C.W.T.	9.0	DS	300	" 8.39	" 2.59
" 4.21	" 10.01	2.0		3.0 WEST JORDAN		12.0		70	" 8.32	" 2.52
4.30PM	10.10AM		N	1.0 MIDVALE	C.W.T.	14.0	BJ	Yard	8.27AM	2.47PM
				14.0						
				LARK						
				3.6 DALTON						
				3.6						
Arrive Daily	Arrive Daily			Time over District					Leave Daily	Leave Daily
0.45	0.45								0.43	0.43
18.7	18.7			Average Miles per Hour					19.5	19.5

SPECIAL INSTRUCTIONS.

C-2—Eastward Trains are superior to Trains of the same class in the Opposite Direction. Trains must under no circumstances exceed schedule running time. Yard Limit Stations, Midvale, Welby, Lead Mine to Bingham. R. R. Crossing—S. L. & U. Mile 4. Trains will use all retainers Bingham to Welby and Cuprum to Welby. Trains will not exceed speed of 6 miles per hour in either direction between Lark and Dalton.

WESTWARD--Garfield Branch-- EASTWARD

TO WELBY		Miles from Welby	TIME TABLE No. 90		Miles from Garfield Smelter	Telegraph Call	Car Capacity of Sidings	FROM WELBY	
SECOND CLASS	FIRST CLASS		March 28th, 1920					SECOND CLASS	FIRST CLASS
NO. 211 Leave Daily Ex. Sunday	NO. 210 Arrive Daily Ex. Sunday		STATIONS AND SIDINGS					NO. 210 Arrive Daily Ex. Sunday	NO. 211 Leave Daily Ex. Sunday
11.45 ^{am}	17.0		GARFIELD SMELTER				300	10.45 ^{am}	
12.01 ^{pm}	15.1		GARFIELD C.W.		1.9	GF	24	10.20	
12.10	13.4		EAST JUNCTION		3.6			10.13	
12.20	12.8		MAGNA		4.2		140	10.08	
12.40	10.7		RITER		6.3		140	9.35	
1.00	6.0		HUNTER		11.0		85	9.15	
1.30 ^{pm}	N		WELBY C.W.T.		17.0	DS	300	8.50 ^{am}	
Arrive Daily Ex. Sunday			17.0					Leave Daily Ex. Sunday	
1.45			Time over District					1.55	
9.7			Average Miles per Hour					8.9	

SPECIAL INSTRUCTIONS.

C-3—Eastward Trains are superior to Trains of the same class in the Opposite Direction. Yard Limit Stations, Welby, Riter to Garfield Smelter. Trains running between Magna and East Junction will be governed by D. & R. G. and B. & G. joint track time table. Freight trains will not exceed speed of 12 miles per hour in either direction.

WESTWARD--Copper Belt Branch-- EASTWARD

FROM BINGHAM		Miles from Bingham	TIME TABLE No. 90		Length of Sidings in Feet	TO BINGHAM	
SECOND CLASS			March 28th, 1920			SECOND CLASS	
STATIONS AND SIDINGS							
	0.0	BINGHAM					
	0.2	YAMPA SMELTER JCT.					
	1.1	YAMPA SMELTER			543		
	1.2	UTAH COPPER ORE BINS			1189		
	1.6	OHIO COPPER ORE BINS					
	2.1	U. S. MINING CO. JCT.			316		
		CARR FORK DISTRICT					
	0.0	Carr Jct. via Bing. Br. Ext.					
	0.2	Auxiliary Yard } Via Bing.					
	1.5	B. & G. Conn. } & Garfield					
	2.2	YAMPA BINS			826		
	2.3	BING. & N. HAVEN BIN			273		
	2.4	BOSTON CON. P.W.R. H.					
		Average Miles per Hour					
		Time over District					

WESTWARD--Bingham Branch Extension-- EASTWARD

FROM CUPRUM		Miles from Cuprum	TIME TABLE No. 90		Miles from Loline Jct.	Telegraph Calls	Car Capacity of Sidings	TO CUPRUM	
Second Class			March 28th, 1920					Second Class	
			Stations and Sidings						
			D CUPRUM C.W.T.		11.3	Cu	300		
	3.7		MIDAS		7.6		15		
	5.3		KINGS		6.0		15		
	7.3		ARTWELL W.		4.1		55		
	11.3		LOLINE JCT.						
			Time over District						
			Average Miles per Hour						

SPECIAL INSTRUCTIONS.

C-4—Eastward Trains are superior to Trains of the same class in the Opposite Direction. Yard Limit Stations, Artwell and Cuprum. All westward trains will stop at Artwell for cooling of wheels and inspection. Westward trains will not exceed speed of 10 miles per hour Cuprum to Welby, and will use all retainers, Cuprum to Welby.

WESTWARD D. & R. G. and B. & G. Joint Track Time Table EASTWARD

TO MAGNA				FROM MAGNA					
D. & R. Q.		B. & G.		TIME TABLE No. 90		B. & G.		D. & R. Q.	
SECOND CLASS		FIRST CLASS		March 28th, 1920		FIRST CLASS		SECOND CLASS	
NO. 211		NO. 111		STATIONS		NO. 110		NO. 210	
Arrive Daily		Arrive Daily		End of Joint Main Track		Leave Daily		Leave Daily	
12.20PM		2.59PM		0.5		9.21AM		Ex. Sunday	
				B. & G. Depot MAGNA		4.38PM		10.08AM	
				0.3		4.40			
				EAST JUNCTION		4.45			
				0.8		4.46PM		10.13AM	
						Arrive Daily		Arrive Daily	
						0.03		Ex. Sunday	
				Time over District		16		0.05	
				Average Miles per Hour				9.4	
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SPECIAL INSTRUCTIONS.

C-5—Eastward trains are superior to trains of the same class in the opposite direction. Regular trains 20 minutes late, or westward trains not on this Time Table, can proceed only under flag protection between B. & G. Coaling Station and end of Joint Main Track.

WESTWARD--Tintic Branch--EASTWARD

FROM SILVER CITY			Miles from Silver City	TIME TABLE No. 90 March 28th, 1920			Telegraph Calls	Miles from Springville	Car Capacity of Sidings	TO SILVER CITY	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS					
NO. 431 Mixed	NO. 409 Passenger				NO. 410 Passenger	NO. 432 Mixed					
Leave Daily Ex. Sunday	Leave Daily	STATIONS AND SIDINGS			Arrive Daily	Arrive Daily Ex. Sunday					
7.00AM	6.45AM		D	SILVER CITY	C.W.T.	Sc	43.7	20	8.35PM	12.30PM	
7.10	6.50	1.7		MAMMOTH JCT.			42.0		8.28	12.20	
	6.55	2.5	D	MAMMOTH		Mo	42.8	12	8.23	12.10	
7.10	7.00	1.7		MAMMOTH JCT.			42.0		8.18	11.55	
7.30	7.12	4.0	D	EUREKA	W.	Q	39.7	42	8.10	11.30	
7.45	7.15	5.0		KNIGHTVILLE			38.7	20	7.56	11.00	
8.03	7.27	8.8		OANON SIDING			34.9	17	7.38	10.35	
8.30	7.41	12.9		LAGUNA	W.		30.8	16	7.20	10.15	
8.50	7.50	15.8		HILLSIDE			27.9	19	7.07	10.00	
8.55	7.51	16.2		PEARL			27.5	Wye	7.05	9.55	
9.10	7.55	18.5		ELBERTA			25.2	6	6.56	9.45	
9.30 ¹³²	8.01	21.6	D	GOSHEN	W.T.	Ga	22.1	28	6.47	9.30 ¹³¹	
9.50	8.13	26.4		TOWNSEND			17.3	16	6.35	8.53	
10.10	8.18	28.4		SANTAQUIN			15.3	17	6.31	8.45	
10.35	8.28 ¹³²	32.9	D	PAYSON		P	10.8	28	6.20	8.28 ¹⁰⁹	
11.00	8.38	37.6		LELAND			6.1	20	6.08	7.45	
11.15	8.45	39.9	D	SPANISH FORK		Fo	3.8	27	6.03	7.30	
11.45AM	8.53AM	43.7	D	SPRINGVILLE	C.W.T.	NG		Yard	5.52PM	7.15AM	
Arrive Daily Ex. Sunday	Arrive Daily			43.7					Leave Daily Ex. Sunday		
4.45	2.08			Time over District					2.43	5.15	
8.9	20.5			Average Miles per Hour					16.1	8.3	

SPECIAL INSTRUCTIONS.

C-6—Eastward Trains are superior to trains of the same class in the opposite direction.
Trains must under no circumstances exceed schedule running time.
Trains Nos. 409 and 410 will stop on signal at Homansville, near Mile 36, and at Iron Spur, Mile 26.3.
Mail catcher at Elberta on left hand side of track going toward Silver City.
Trains running between Mammoth Junction and Mammoth will be governed by L. A. & S. L. and D. & R. G. Joint Track Time Table.
Yard Limit Stations, Springville, Spanish Fork, Payson, Goshen, Knightville, Eureka, Silver City.
R. R. Crossing, L. A. & S. L., Mammoth Junction, E. H. R. R. Mile 43.4.
Do not exceed speed of 12 miles per hour at any point on Goshen Valley R. R.
Do not exceed 5 miles per hour when passing over Bridges 29A, 32A, on Tintic Branch.

Water brakes will be used between Knightville and Goshen, on light engines and engines attached to all freight trains.
At the crossing at Mile 42, Tintic Branch, D. & R. G. trains have the right to cross ahead of L. A. & S. L. trains.
When two engines are used on freight trains between Springville and Knightville, they will double-head from Springville to Goshen, but one must be used as a pusher from Goshen to Knightville, putting coach behind the pusher.
On freight trains all the pressure cocks must be used between Knightville and Eureka, Knightville and Goshen.
Trains of loads from the Goshen Valley R. R. Will stop 10 minutes at Pearl for inspection and cooling of wheels.
All trains will move under flag protection over track used jointly by D. & R. G. and (Orem) Electric Line from S. L. & U. crossing (3234 feet from switch on Tintic Branch Main Line) to Springville Mapleton Sugar Works.

WESTWARD--Provo Canyon Branch--EASTWARD

FROM HEBER		Miles from Heber	TIME TABLE No. 90 March 28th, 1920			Telegraph Calls	Miles from Provo	Car Capacity of Sidings	TO HEBER	
SECOND CLASS									SECOND CLASS	
NO. 307 Mixed									NO. 308 Mixed	
Leave Daily			STATIONS AND SIDINGS						Arrive Daily	
7.00AM			D	HEBER	C.W.T.	H	25.7	53		8.15PM
7.11	4.0			4.0 CHARLESTON			21.7	16	7.53	
7.22	7.6			3.6 WALLSBURG			18.1	10	7.32	
7.35	13.9			6.3 VIVIAN PARK			11.8	23	7.02	
7.50	15.1			1.2 UPPER FALLS	W.		10.6		6.54	
8.00	16.4			1.3 NUNN'S			9.3	9	6.46	
8.15	19.3			2.9 OLMSTED			6.4	6	6.27	
8.18	19.9			0.6 CARYHURST			5.8	17	6.23	
8.35	24.6			4.7 SMOOT			1.1	20	6.05	
8.50AM	25.7	N		PROVO	C.W.T.	Vo		Yard		6.00PM
Arrive Daily				25.7					Leave Daily	
1.50				Time over District					2.15	
11.9				Average Miles per Hour					11.4	

SPECIAL INSTRUCTIONS.

C-7—Eastward Trains are superior to Trains of the same class in the opposite direction.
Trains must under no circumstances exceed schedule running time.
Trains will stop on signal at Giles Crossing.
Speed of trains must not exceed 5 miles per hour when passing over hump between Mile Posts 7 and 8.
Yard Limit Stations, Provo, Heber.
R. R. Crossings—S. L. & U. Mile Post 0.1 (5th South Street, Provo), and Mile Post 0.6 (Center Street, Provo).

JOINT TRACK TIME TABLE, Governing trains running between L. A. & S. L. and D. & R. G. Crossing and Mammoth.

FROM MAMMOTH				Telegraph Calls	TO MAMMOTH			
DENVER & RIO GRANDE		LOS ANGELES & SALT LAKE			LOS ANGELES & SALT LAKE		DENVER & RIO GRANDE	
SECOND CLASS	FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS	SECOND CLASS
NO. 435 Mixed	NO. 415 Passenger	NO. 413 Passenger	NO. 504 Passenger		NO. 503 Passenger	NO. 412 Passenger	NO. 414 Passenger	NO. 434 Mixed
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
12.10PM	8.23PM ⁴¹⁴	6.55AM ⁴¹²	11.13AM ⁵⁰³	11.13AM ⁵⁰⁴	6.55AM ⁴¹³	8.23PM ⁴¹⁵	12.01PM	
12.20PM	8.28PM	7.00AM	11.19AM	11.06AM	6.50AM	8.18PM	11.55AM	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
0.10	0.05	0.05	0.06	0.07	0.05	0.5	0.6	
4.8	9.6	9.6	8.0	6.8	9.6	9.6	8.0	

TIME TABLE No. 90	
March 28th, 1920	
STATIONS AND SIDINGS	
D	MAMMOTH W.
0.8 L. A. & S. L. and D. & R. G. Crossing	
0.8	
Time over District	
Average Miles per Hour	

SPECIAL INSTRUCTIONS.

C-8—SUPERIORITY OF TRAINS. Trains going toward Mammoth are superior to Trains of same class coming from Mammoth.
Regular trains (20) minutes 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, unless switch below is thrown out for side track.

WESTWARD--Marvysvale Branch--EASTWARD

FROM MARYSVALE				Miles from Marysvalle	TIME TABLE No. 90 March 28th, 1920		Telegraph Calls	Miles from Thistle	Car Capacity of Sidings	TO MARYSVALE				
THIRD CLASS		SECOND CLASS	FIRST CLASS		FIRST CLASS	SECOND CLASS				THIRD CLASS				
NO. 593 Freight	NO. 591 Freight	NO. 515 Mixed	NO. 511 Passenger		STATIONS AND SIDINGS					NO. 512 Passenger	NO. 516 Mixed	NO. 592 Freight	NO. 594 Freight	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
					END OF TRACK									
7.00AM			8.30AM		D	0.6	MARYSVALE C. T.	Vy	132.8				1.15	
7.28			f 8.53	5.6		5.6	BELNAP		126.6	40	f 6.52		12.52	
8.00			s 9.11	11.7		6.1	SEWIER W.T.		120.5	19	s 6.34		12.15	
8.05			f 9.14	12.7		1.0	VAOA		119.5	17	f 6.27		12.05PM	
8.16			f 9.23	15.7		3.0	JOSEPH		116.5	30	f 6.18		11.50	
8.32			s 9.35	20.5	D	4.8	ELSINORE	On	111.7	50	s 6.04		11.30	
8.37			f 9.40	22.2		1.7	NIBLEY T.		110.0	110	f 5.58		11.08	
8.42			f 9.44	23.5		1.3	CENTRAL		108.7	18	f 5.55		11.00	
9.15			s 10.01	28.5	D	5.0	RIOFIELD W.T.	Ri	103.7	30	s 5.40		10.40	
9.30			f 10.10 ⁵⁹⁴	31.9		3.4	VENIOE		100.3	30	f 5.27		10.10 ⁵¹¹	
9.45 ⁵⁹⁴			s 10.20	36.0		4.1	SIGURD		96.2	30	s 5.17		9.45 ⁵⁹³	
9.50			f 10.24	37.1		3.5	VERMILION		95.1	14	f 5.14		9.35	
10.05			f 10.33	40.6		5.2	AURORA		91.6	30	f 5.03		9.20	
10.50 ⁵¹¹			s 10.50 ⁵⁹³	45.8	D	3.9	SALINA C.W.T.	Sa	86.4	50	s 4.51		9.00	
11.10			s 11.01	49.7		3.3	REDMOND		82.5	25	s 4.40		8.30	
11.25			f 11.10	53.0		6.3	AXTELL		79.2	30	f 4.32		8.20	
11.55			s 11.28	59.3	D	6.3	GUNNISON	Gu	72.9	31	s 4.16		8.05	
12.10PM			f 11.37	62.7		3.4	CHRISTIANBURG		69.5	19	f 4.05		7.35	
12.25			f 11.46	65.9		3.2	STERLING		66.3	30	f 3.58		7.20	
1.00PM	1.30PM ⁵⁹²	8.00AM	f 12.02PM	71.4	D	5.5	MANTI C.W.T.	Ma	60.8	33	s 3.45	3.10PM	1.30PM ⁵⁹¹	
	2.10	8.20AM	s 12.42 ⁵⁹²	73.8	D	2.5	EPHRAIM	Rm	53.4	57	s 3.26	2.45PM	12.42 ⁵¹¹	
	2.25		f 12.48	81.3		6.9	PARRY'S QUARRY		50.9	15	f 3.18		12.15PM	
	3.00 ⁵¹²		s 1.04	88.2	D	5.4	SPRING CITY W.	Ns	44.0	23	s 3.00 ⁵⁹¹		11.55	
	3.25		s 1.19	93.6	D	6.6	MT. PLEASANT	Mn	38.6	26	s 2.45		11.25	
	3.55		s 1.40	100.2	D	3.5	FAIRVIEW W.	F	32.0	35	s 2.28		10.40	
	4.20		f 1.48	103.7		1.3	OAK CREEK T.		28.5		f 2.17		10.05	
	4.28		f 1.51	105.0		3.9	MILBURN		27.2	23	f 2.14		10.00	
	4.50		f 2.05 ⁵¹³	108.9		2.8	HILL TOP		23.3	35	f 2.05 ⁵¹¹		9.40	
	5.10		f 2.14	112.7		4.7	WHITTAKER		19.5	30	f 1.53		9.15	
	5.30		f 2.25	117.4		7.1	INDIANOLA W.		14.8	28	f 1.40		8.50	
	6.00		f 2.42	124.5		7.7	PINES		7.7	26	f 1.20		8.10	
	6.30PM		3.03PM	132.2	N	132.2	THISTLE C.W.T.	Jd		Yard	f 1.00PM	7.30AM		
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Time over District						Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
6.00	5.00	.20	6.33		Average Miles per Hour						6.15	.25	6.00	6.15
11.9	12.1	22.2	30.2								21.1	17.7	10.1	11.7

WESTWARD--Sanpete Valley Branch--EASTWARD

SECOND CLASS	Miles from Ephraim	TIME TABLE No. 90	Telegraph Calls	Capacity of Car Sidings	Miles from Nepht	SECOND CLASS
No. 516 Mixed Leave Daily Ex. Sunday		March 28th, 1920				No. 516 Mixed Arrive Daily Ex. Sunday
STATIONS AND SIDINGS						
8.30AM		D EPHRAIM	Rm	10	34.8	2.45PM
f 9.00	8.0	1.0 OHESTER		f	26.8	f 2.00
	9.9	1.9 BROWNING T.		140	24.9	
s 9.15	11.4	1.5 MORONI W.	Mo	23	23.4	s 1.48
f 9.35	15.3	3.9 FREEDOM			19.5	f 1.30
f 9.41	17.6	2.3 CEDAR OLIFFS			17.2	f 1.23
s 9.55	20.3	2.7 FOUNTAIN GREEN		f	14.5	s 1.15
s 10.17	24.6	4.3 DIVIDE T.		10	10.2	f 12.55
f 10.32	28.8	4.2 NEBO JUNCTION		15	6.0	f 12.30
	31.4	2.6 WATER TANK W.			3.4	
f 10.47	32.8	1.4 GYPSUM		14	2.0	f 12.02PM
10.55AM	34.8	D NEPHI T.	Ni			11.55AM
Arrive Daily Ex. Sunday		34.8				Leave Daily Ex. Sunday
2.25		Time over District				2.50
14.4		Average Miles per Hour				12.3

SPECIAL INSTRUCTIONS.

C-10—Eastward Trains are superior to Trains of the same class in the Opposite Direction.
Trains must under no circumstances exceed schedule running time.
Yard Limit Stations, Ephraim, Nephil.
No. 516 will not leave Nephil until No. 515 arrives.

WESTWARD Little Cottonwood Branch EASTWARD

TO MIDVALE SECOND CLASS	Miles from Midvale	March 28th, 1920 TIME TABLE No. 90	Telegraph Calls	Car Capacity of Siding	FROM MIDVALE SECOND CLASS
		Stations and Siding			
		N MIDVALE C.W.T.	BJ	Yard	
	0.7	COAL SPUR			
	2.1	SANDY			
	3.2	SAND PIT		26	
	7.8	DAVENPORT		2	
	9.0	REXALL		10	
	10.2	WASATCH			
	11.0	GRANITE QUARRY			
		Time over District			
		Average Miles per Hour			

SPECIAL INSTRUCTIONS.

C-11--Eastward Trains are superior to Trains of the same class in the Opposite Direction.
Yard Limit Station. Midvale.
At the crossing at Sandy, Denver & Rio Grande trains will cross over the Oregon Short Line main track under protection of flag.
Oregon Short Line trains will not be required to come to a full stop.
Trains will not exceed speed of 6 miles per hour in either direction.

C-9—Eastward Trains are superior to Trains of the same class in the
Opposite Direction
Railroad Crossing—Sanpete Valley Branch, Mile 60.0.
Mail catcher at Clinton, on right hand side of track going toward
Marblevale
Nos. 511 and 512 will stop on signal at Asphaltum Spur, 2 miles east
of Thistle: at Bird's Eye Marble Spur, Mile 4.6 at Clinton, near Mile
6, and at Grove, near Mile 76.
Limit of Store Thistle, Mt. Pleasant, Spring City, Ephraim,
Manti, Salina, Richfield, Marblevale.

Eastward freight trains and light engines will not exceed speed of 15 miles per hour Hill Top to Milburn, 18 miles per hour, Milburn to Sevier, and 12 miles per hour Sevier to Marysville.
Westward freight trains and light engines will not exceed speed of 12 miles per hour Marysville to Sevier, 18 miles per hour Sevier to Hill Top and 15 miles per hour Hill Top to Thistle.
Passenger trains will not exceed speed of 30 miles per hour in either direction between Thistle and Sevier and will not exceed schedule running time in either direction between Sevier and Marysville.

HOURS WORKED BY OPERATORS

	Week Days	Sundays
Gilluly	Continuous	Continuous
Thistle	Continuous	Continuous
Springville	7:15 a. m. to 6:15 p. m.	8:15 a. m. to 6:15 p. m.
Provo	Continuous	Continuous
American Fork	7:40 a. m. to 5:40 p. m.	7:40 a. m. to 5:40 p. m.
Lehi	Continuous	Continuous
Riverton	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 5:30 p. m.
Midvale	Continuous	Continuous
Murray	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.
Salt Lake City	Continuous	Continuous
Kaysville	7:00 a. m. to 5:00 p. m.	Meet No. 4
Layton	7:00 a. m. to 5:00 p. m.	Meet No. 4
Roy	6:40 a. m. to 3:40 p. m.	Meet No. 4
Ogden	Continuous	Continuous
Fairview	9:00 a. m. to 6:00 p. m.	Meet 511-512.
Mt. Pleasant	9:00 a. m. to 6:00 p. m.	Meet 511-512.
Spring City	9:00 a. m. to 6:00 p. m.	Meet 511-512.
Ephraim	7:45 a. m. to 4:45 p. m.	Meet 511-512.
Manti	7:30 a. m. to 5:30 p. m.	Meet 511-512.
Gunnison	9:00 a. m. to 6:00 p. m.	Meet 511-512.
Salina	9:00 a. m. to 6:00 p. m.	Meet 511-512.
Richfield	8:30 a. m. to 6:30 p. m.	Meet 511-512.
Elsinore	8:30 a. m. to 6:30 p. m.	Meet 511-512.
Marysville	6:45 a. m. to 3:45 p. m.	Meet 511
Moroni	8:30 a. m. to 5:30 p. m.	None.
Bingham	8:00 a. m. to 5:00 p. m.	Meet 203-204-205-206
Garfield	7:00 a. m. to 5:00 p. m.	8:00 a. m. to 12:00 noon
Park City	8:00 a. m. to 5:00 p. m.	10:15 a. m. to 2:15 p. m.
Sugar House	8:00 a. m. to 5:00 p. m.	Meet 101-102.
Spanish Fork	7:30 a. m. to 6:30 p. m.	Meet 409-410.
Payson	8:00 a. m. to 7:00 p. m.	Meet 409-410.
Goshen	7:30 a. m. to 7:00 p. m.	Meet 409-410.
Eureka	7:00 a. m. to 5:00 p. m.	Meet 409-410.
Silver City	6:15 a. m. to 3:15 p. m.	Meet 409.
Heber	6:30 a. m. to 3:30 p. m.	Meet 307-308.

LIST OF OVERHEAD AND SIDE OBSTRUCTIONS ON MAIN LINE AND BRANCHES.

MAIN LINE.		
Gilluly Mile 660.6 (Wagon Bridge)	23	feet 8 inch
Mapleton Cut, Mile 689.5 (Wagon Bridge)	23	" 0 "
Spanish Fork Cut, Mile 692.4 (Wagon Bridge)	24	" 0 "
Bridge 702-A	23	" 6 "
Salt Lake & Utah Ry. Bridge—Mile 743.0	22	" 0 "
Layton Cut, Mile 769.6 (Wagon Bridge)	22	" 5 "
Bridge 780-A	23	" 6 "

MARYSVALE BRANCH.		
Tunnel, Mile 122.5	18	" 9 "

TINTIC BRANCH.		
Tunnel No. 1, Mile 30.2	19	" 8 "
" " 2, Mile 34.6	20	" 3 "
" " 3, Mile 35.3	20	" 6 "
" " 4, Mile 39.9	19	" 8 "

BINGHAM BRANCH.		
U. S. Smelter R. R. Bridge, Mile 0.5	19	" 6 "
" " Flume, Mile 0.6	16	" 2 "
" " R. R. Bridge, Mile 0.6	22	" 0 "
Low Grade Line R. R. Bridge, Mile 11.6	22	" 6 "

BINGHAM BRANCH EXTENSION.		
Tunnel No. 1, Mile 16.9	23	" 4 "
" " 2, Mile 18.4	23	" 4 "
Bingham & Garfield Ry. Bridge, Mile 19.4	19	" 0 "

COPPER BELT BRANCH.		
Low Grade Line, Bridge, Mile 1.1	26	" 0 "
Bingham & Garfield Ry. Bridge, No. 1, Mile 1.2	21	" 0 "
" " " " " 2, Mile 1.4	25	" 0 "
" " " " " 3, Mile 1.7	19	" 0 "

PARK CITY BRANCH.		
Altus Tunnel, Mile 18.6	18	" 0 "

TIME TABLE No. 90

March 28th, 1920

ENGINE RATING

RATING-A.	Eng. Class 120 Nos. 630 to 672, incl.	Eng. Class 141 Nos. 940 to 943, incl.	Eng. Class 154 Nos. 950 to 955, incl.	Eng. Class 184 Nos. 760 to 793, incl.	Eng. Class 183 Nos. 960 to 963, incl.	Eng. Class 180 Nos. 970 to 973, incl.	Eng. Class 186 Nos. 980 to 984, incl.	Eng. Class 190 Nos. 990 to 994, incl.	Eng. Class 220 Nos. 1131 to 1199, incl.	Eng. Class 280 Nos. 1200 to 1213, incl.	Eng. Class 340 Nos. 1050 to 1057, incl.	Eng. Class 458 Nos. 1060 to 1075, incl.	Cars
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Eastward.													
Ogden to Thistle.	1200	1300	1400	1450	1600	1700	1800	1900	2000	2600	3500	4500	
Thistle to Soldier Summit.	350	350	400	450	590	500	525	525	600	700	900	1500	
Westward.													
Provo to Ogden.	1400	1400	1550	1750	2100	2200	2200	2350	2550	2800	3500	5200	
BRANCHES.													
Salt Lake City to Altus.	168												
Altus to Gogorza.													35
Gogorza to Park City.	300												
Park City to Gogorza.													25
Gogorza to Altus.	275												
Altus to Dale.													18
Dale to Salt Lake City.													25
Bingham to Welby.													25
Welby to Midvale.	350	350	375	425	475	475	475	500	525	550	700	1050	
Midvale to Welby.	250	250	275	325	425	425	425	450	475	475	700	1050	
Welby to Bingham.	150	150	175	200	225	225	225	250	275	275	375	550	
Welby to Cuprum.	250	250	275	325	350	350	350	350	375	375	500	700	
Cuprum to Welby.													
Welby to Garfield.	2625	2625	2625	2800	3000	3000	3000	3000	3750	3750	8250	8250	
Garfield to Welby.	750	750	750	900	1000	1000	1000	1500	1500	1500	2100	2500	
Provo to Heber.	400												
Heber to Provo.													
Springville to Goshen.	750	750	750	900	900	900	900	950					
Goshen to Eureka.	235	235	235	250	400	400	400	425					
Eureka to Silver City.													
Silver City to Summit.	235	235	235	250	400	400	400	425					
Summit to Goshen.	1500	1500	1500	1500	1500	1500	1500	1500					
Goshen to Springville.	700	700	750	900	900	900	900	950					
Thistle to Hill Top.	450	450	475	600	650	650	650	700					
Hill Top to Marysville.	800	800	825	950									
Marysville to Hill Top.	650	650	675	850									
Hill Top to Thistle.													

Enginemen in charge of engines unable to handle the prescribed rating will sign joint "X-42" report with conductors, giving dispatcher's office cause of failure, and at end of trip enginemen will make written report to Superintendent and Master Mechanic.

Engines 1134, 1137, 1139, 1142, 1143, 1147, 1150, 1151, 1156, 1164, 1166, 1169, 1172, 1175, 1189, 1190, 1193, 1194, 1195 and 1198 are superheated. Rating 100 tons more than shown for 220 class engines.

SPEED TABLE

Speed per Hour	Time of Performance				Speed per Hour	Time of Performance				Speed per Hour	Time of Performance				Speed per Hour	Time of Performance			
	1/4 Mile	1/2 Mile	3/4 Mile	1 Mile		1/4 Mile	1/2 Mile	3/4 Mile	1 Mile		1/4 Mile	1/2 Mile	3/4 Mile	1 Mile		1/4 Mile	1/2 Mile	3/4 Mile	1 Mile
	Miles	m. s.	m. s.	m. s.		Miles	m. s.	m. s.	m. s.		Miles	m. s.	m. s.	m. s.		Miles	m. s.	m. s.	m. s.
1	15.00	30.00	45.00	60.00	16	0 56	1 52	3 45	31	0 29	0 58	1 56	46	0 19	0 39	1 18			
2	7.30	15.00	30.00	45.00	17	0 52	1 49	3 31	32	0 28	0 56	1 52	47	0 19	0 38	1 16			
3	5.00	10.00	20.00	30.00	18	0 50	1 40	3 20	33	0 27	0 54	1 49	48	0 18	0 37	1 15			
4	3.45	7.30	15.00	20.00	19	0 47	1 34	3 09	34	0 26	0 53	1 45	49	0 18	0 36	1 13			
5	3.00	6.00	12.00	20.00	20	0 45	1 30	3 00	35	0 25	0 51	1 42	50	0 18	0 36	1 12			
6	2.30	5.00	10.00	15.00	21	0 42	1 25	2 51	36	0 25	0 50	1 40	51	0 17	0 35	1 10			
7	2.08	4.17	8.34	12.50	22	0 40	1 21	2 43	37	0 24	0 48	1 37	52	0 17	0 35	1 09			
8	1.52	3.45	7.30	10.00	23	0 39	1 18	2 36	38	0 23	0 47	1 34	53	0 17	0 34	1 07			
9	1.40	3.20	6.40	9.00	24	0 37	1 15	2 30	39	0 23	0 46	1 32	54	0 16	0 32	1 06			
10	1.30	3.00	6.00	8.00	25	0 36	1 12	2 24	40	0 22	0 45	1 30	55	0 16	0 32	1 05			
11	1.21	2.43	5.27	7.00	26	0 34	1 09	2 18	41	0 21	0 43	1 27	56	0 16	0 32	1 04			
12	1.15	2.30	5.00	6.00	27	0 33	1 06	2 13	42	0 21	0 42	1 25	57	0 15	0 31	1 03			
13	1.09	2.18	4.37	5.00	28	0 32	1 04	2 08	43	0 20	0 41	1 23	58	0 15	0 31	1 02			
14	1.04	2.08	4.17	5.00	29	0 31	1 02	2 04	44	0 20	0 40	1 21	59	0 15	0 30	1 01			
15	1.00	2.01	4.00	5.00	30	0 30	1 00	2 00	45	0 20	0 40	1 20	60	0 15	0 30	1 00			

SPECIAL RULES

SUPERSEDING GENERAL RULES WHICH ARE INCONSISTENT THEREWITH.

DOUBLE TRACK.

1. EXTRA TRAINS ARE NOT REQUIRED TO HAVE RUNNING ORDERS TO USE DOUBLE TRACK WITH CURRENT OF TRAFFIC BETWEEN SOLDIER SUMMIT AND PROVO, AND BETWEEN MIDVALE AND SALT LAKE CITY, BUT MUST OBTAIN CLEARANCE CARD, FORM 3249, BEFORE OCCUPYING MAIN TRACK.

DISPATCHERS WILL RECORD IN TRAIN ORDER BOOK NUMBER OF CLEARANCE, NUMBERING THEM CONSECUTIVELY FROM MIDNIGHT EACH DAY, AND OPERATORS WILL INSERT NUMBER FURNISHED BY DISPATCHER ON CLEARANCE WHICH WILL AUTHORIZE A TRAIN TO RUN WITH CURRENT OF TRAFFIC IN THE DIRECTION TRAIN IS GOING WHEN OBTAINING CLEARANCE.

2. When a train is run against the current of traffic, markers must be turned to show green to the rear on right side of caboose, red to rear on left side of caboose, and green to rear in cupola.

3. When a train is stopped by an emergency application of the air brakes, or by some unknown cause, adjacent track must at once be protected in both directions until it is ascertained that it is safe and clear for the movement of trains.

MOVEMENTS OF TRAINS.

4. WITHIN YARD LIMITS, THE MAIN TRACK MAY BE USED PROTECTING AGAINST FIRST CLASS TRAINS.

SECOND AND INFERIOR CLASS AND EXTRA TRAINS MUST MOVE WITHIN YARD LIMITS, PREPARED TO STOP UNLESS THE MAIN TRACK IS SEEN OR KNOWN TO BE CLEAR.

Trains within yard limits or at stations protected by yard limit boards, in stormy or foggy weather, or where the view is obscured, and where the head or rear end of their trains is so situated that it cannot be seen by approaching train, must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

5. TRAINS MUST APPROACH PASSENGER STATIONS WHERE THE VIEW IS OBSTRUCTED PREPARED TO STOP SHOULD EMERGENCY ARISE.

6. On approaching a station at which a train should stop or take the siding to meet or be passed by another train, the conductor must give the engineman a stop signal, and the engineman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16 (D) for this purpose.

7. Eastward trains having switching to do at Soldier Summit must pull to the east end of the yard and beyond the summit to guard against losing control of cars on the descending grade.

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

9. Freight trains, leaving Soldier Summit yard westward, must not exceed a speed of 6 miles per hour, while pulling out of yard.

When a helper engine is used to assist in pushing trains out of yard, helper engine will gradually ease off on throttle as soon as train engine and 10 to 12 cars have passed west cross-over switch, allowing train engineer to adjust slack in entire train, when helper engine will be detached.

This will give the train engineer an opportunity to keep the speed of train down by the use of engine brakes and a slight overcharge on head end of train, until entire train is on descending grade.

10. Freight trains eastward into Soldier Summit yard will comply with the following instructions.

When train engine enters yard with a sufficient number of cars so that helper engine can handle entire train, the throttle of the train engine will be gradually closed and slack gradually bunched by use of engine brakes until it becomes necessary to make an application of the train brakes for the purpose of stopping, which must be done with one application consisting of one or more reductions, the final reduction being sufficiently heavy to insure triple action throughout the entire train, with train pipe exhaust open at completion of stop.

With a train of 50 cars or more the entire application should not be less than 15 to 20 pounds.

This is to avoid severe shock and damage to equipment in making stop.

11. Trains must not move over Heber Branch frog at west end of back passing track at Provo while trains are passing or approaching on main track. Trains using this track must protect against main line trains in both directions.

12. Engineman must whistle classification signals to both engine and caboose. Trainmen on caboose will answer by hand or lamp signal.

13. When a train is detoured, it must not leave the station at which it returns to its own rails without a 31 running order.

14. Denver & Rio Grande trains and engines moving over the Oregon Short Line tracks on Wall Avenue, between Twenty-first and Twenty-second Streets, Ogden, must be protected, sending a flagman in advance when conditions require it.

15. Rule No. 19 of the Rules and Regulations of the Operating Department is revised as follows:

"Trains will display one marker lamp on each side of the rear of every train to indicate the rear of train, which, when lighted at night, will display green lights to front and side and red lights to rear, with an additional red light displayed to the rear on freight trains in the caboose cupola. Trains while standing on the main track at night must also display a red light in center of rear platform. When a train turns out at night to allow another to pass, green lights must be displayed to the front, side and rear, and the cupola light covered, as soon as train is clear of main track; but red lights must be displayed to the rear before train returns to main track.

Conductors and enginemen must see that markers are not displayed on the rear of tenders except rear engine pushing train, or when engines are running light.

16. Passenger trains will be blocked ten minutes apart. Freight trains will be blocked ten minutes behind passenger trains, except upon ascending grades, freight trains may follow passenger trains on 5 minutes block.

Operators will hold the train order signal at STOP to keep trains the required distance apart.

17. When running over track or bridge under slow order the conductor must have a man on steps of rear end of passenger trains and on top of freight trains. Engineers will not increase speed until given signal from rear of train.

18. Where there are one or more trains scheduled to meet or pass a train at any station, attention is called to it by small figures denoting train or trains to be met or passed.

19. Conductors must register the number of their helper engines with their trains.

SPEED LIMITS.

20. Westward passenger trains will not exceed speed of 20 miles per hour Soldier Summit to Detour; 25 miles per hour Detour to East Switch Rio; 35 miles per hour East Switch Rio to Thistle.

21. Eastward passenger trains will not exceed speed of 25 miles per hour Thistle to Soldier Summit.

22. Troop trains will not exceed speed of 40 miles per hour between Thistle and Ogden.

23. Westward freight trains will not exceed speed of twelve miles per hour Soldier Summit to Thistle.

24. Mallet engines and all other engines running light will not exceed speed of freight trains between Soldier Summit and Thistle in either direction.

25. Freight trains will not exceed speed of 30 miles per hour with time freight or stock, and 25 miles per hour with dead freight or empties on any part of Salt Lake division.

26. Westward trains using eastward track between Soldier Summit and Provo, against current of traffic, must not exceed schedule running time, as track is not elevated for speed, and must comply with speed restrictions.

27. All trains reduce speed to 8 miles per hour through Springville, Provo, American Fork and Lehi.

28. Trains moving over Junction Switch at Midvale will not exceed 10 miles per hour.

29. Trains must not exceed speed of 25 miles per hour through corporate limits of Murray.

30. Trains must not exceed 5 miles per hour between South Temple and Fifth South Streets, Salt Lake City.

31. The speed of trains within the limits of the Ogden Union Depot must not exceed 5 miles per hour.

BRAKES, RETAINERS AND INSPECTION.

32. All westward trains will stop at Soldier Summit and prove brakes and test and turn up retainers, before descending grade.

On westward freight trains all retainers must be turned up before leaving Soldier Summit; the rear one-third of train 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 Gilluly and Narrows 10 minutes for inspection and cooling of wheels. Westward passenger trains will stop at Gilluly 5 minutes for inspection and cooling of wheels.

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

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.

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.

In stopping for inspection at Narrows, pull down, and stop to clear the west crossover.

Engineers 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 the wheels.

On westward freight 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 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 engineer must hold the slack with the engine and tank brake to avoid slack running out of train until train brakes are applied, when driver brakes can be then released, if necessary, by the cut-out cock in the cab. This method of handling by the engineers must be followed after starting the train, descending all heavy grades.

33. During zero weather it will not be necessary for trainmen to ride on top of train on descending grades. They must, however, see that brakes are thoroughly tested and put in proper condition immediately before descending, and they will be required to ride on top after train has started from the summit until after the engineer has made first application of air, and has made check of speed to be sure that engineer, by such check and handling, has full control of the air. It is also imperative that every trainman be in his proper place ready to take instant action should anything occur at any point on descending grades. The rear brakeman and the conductor must be in the cupola watching their train, with brake clubs at hand so they can give assistance the instant anything goes wrong. The head brakeman is also required to place himself in readiness in a similar manner, and no excuse will be taken from the conductor for failure to see that his brakemen and himself are properly placed. The conductor should also watch the air gauge in the caboose, and if he finds engineer is losing air pressure, in making reductions, or losing control of train, conductor will take necessary action to assist with brakes, so that the engineer can recharge to the full train line and reservoir pressure.

34. 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.

35. When switching passenger cars, air must be cut through and working. Cars must not be uncoupled while moving.

USE OF SWITCHES.

36. At point of meeting, the superior train, if arriving first, must set the switch to be used by the inferior train in entering the siding.

37. A switch must not be closed for main track while a train, engine or car is outside the clearance point of the siding. Neither switch of a crossover between two main tracks must be closed for a main track while a train, engine or car occupies such crossover. A train entering siding or moving through a crossover between two main tracks must not stop to pick up man at switch while any part of such train is between switch and clearance point of siding or between the switches of the crossover.

38. Employees must exercise caution in switching at the Union Stock Yards, North Salt Lake, as the unloading chutes will not clear a man on the side of cars.

RAILROAD CROSSINGS.

39. 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 & Rio Grande trains.

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

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

Reduce speed to 10 miles per hour over Bamberger Electric crossing at North Salt Lake and be prepared to stop if emergency arises. Bamberger trains will move over this crossing under flag protection.

All trains must come to a stop for the crossing at Syracuse Spur of the Oregon Short Line, mile 771.2.

At Ogden Sugar Crossing, Mile 779.3, Denver & Rio Grande trains will approach switches on lookout for signals. This switch connection will be used by Oregon Short Line trains under protection of flag.

EXTRACTS FROM REVISED STATUTES OF UTAH

RINGING OF 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 fog, 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 derailling 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.

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.

EMPLOYEES TO WEAR OFFICIAL BADGES.

Section 452. Every conductor, baggage master, brakeman, or other employee 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.

REGISTER, BULLETIN AND STANDARD CLOCK STATIONS

B † Ogden Passenger Station.
B † Salt Lake City Dispatcher's Office.

Salt Lake City Yard Office. (Freight trains only.)

Park City.

B † Midvale.

Bingham.

B Garfield.

B † Welby.

B Provo.

Heber.

Silver City.

B † Springville. (Branch trains only.)

B † Thistle.

B Mantle.

B Ephraim.

B Nephi.

B Marysville.

EXPLANATION OF CHARACTERS

N—Day and Night Telegraph Office.

D—Day (Only) Telegraph Office.

No—Night (Only) Telegraph Office.

C—Coal.

W—Water.

T—Turntable or Wye.

B—Bulletins.

s—Regular Stop.

f—Stop on signal.

†—Stop for lunch.

‡—Standard clock.

*—Sand.

TRACKS NOT SHOWN AS STATIONS IN TIME TABLE

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
MAIN LINE				PARK CITY BRANCH—(Continued)			
Evona	779.8	38	East	Penitentiary	3.2	2	East
Ogden Sugar Track	779.5	200	"	Gorgorza Ice Pond	24.2	35	West
Taylor	777.6	17	E. & W.	Metropolitan Quarry Spur	29.9	155	"
Hooper and Kingsville Spurs	775.1	"	West	Mackintosh Sampler	31.6	Yard	"
Roy Stamping and Canning Works	774.3	31	East	Ontario Mine Spur	32.3	"	East
Gifford	773.7	20	E. & W.	PROVO CANYON BRANCH			
Clearfield	772.0	10	East	Central Coal Co.	0.7	5	West
Mabey	770.8	20 2 Spurs	E. & W.	Provo Ice and Storage Co.	1.7	6	"
Layton Sugar Works	768.0	100	West	Provo Pressed Brick Works	2.1	15	"
Beet Spur	762.1	4	West	Booth Spur	3.6	7	"
Enterprise Brick Yard (Disconnected)	751.8	14	East	TINTIC BRANCH			
Beck Springs (Disconnected)	748.8	14	"	Springville Sugar Factory	1.6	160	"
Copper Plant	747.8	100	"	Snell	2.9	12	East
North Salt Lake Elevator	747.8	22	"	Spanish Fork Sugar Factory	5.0	100	E. & W.
Papworth	747.0	3	"	Lewis	7.8	9	West
Fourteenth South West Bound Track	740.6	13	"	Townsend Quarry	16.6	45	"
Fire Clay Spur, West Bound Track	739.0	30	"	Lant	23.1	5	"
Cutler	730.7	21	"	Iron Spur	26.3	25	"
Utah Sugar Works	715.7	150	West	Homansville	36.3	7	"
Beet Spur	712.2	14	East	Eagle and Blue Bell Spur	38.6	160	"
Knudsen	702.4	13	East	Gemini Mine Spur	38.9	130	"
Grundy's	699.8	8	West	Tintic Smelter	43.1	Yard	"
Law	692.1	13	West	MARYSVALE BRANCH			
Diamond	683.1	3	West	Asphaltum	2.0	4	"
LITTLE COTTONWOOD BRANCH				Birdseye Marble	4.6	3	"
Union Coal Spur	1.0	3	East	Manning	37.1	10	East
BINGHAM BRANCH				Seely	39.3	10	"
U. S. Smelter	0.5	Yard	West	Gunnison Sugar Works	75.0	105	West
SAN PETE VALLEY BRANCH				Grove	75.8	19	"
Bagnall	6.7	3	West	Edith	88.7	9	East
BINGHAM BRANCH EXTENSION				Beet Spur	90.2	9	West
Congor Mine Spur	14.5	5	West	Kane	93.7	11	East
PARK CITY BRANCH				Jumbo Spur	96.3	165	West
Bamberger Coal Co. No. 3, and Lumber Yard	1.0	25	West	Pratt	101.8	14	"
Forest Dale	2.0	6	"	Jensen	107.2	14	East
Eastern and Western Lumber Co.	2.0	40	East				
Wilford	2.7	170	West				

STEM OF WYES

LOCATION	LENGTH
Ogden—Union Depot Tracks	Feet
Salt Lake City Union Depot	"
Midvale	"
Provo	300 "
Springville	503 "
Thistle	"
Goshen	287 "
Pearl—Goshen Valley R. R.	"
Silver City	266 "
Oak Creek	228 "
Ephraim	"
Mantle	357 "
Nephi—L. A. & S. L. R. R.	"
Divide	120 "
Browning	"
Salina	"
Richfield	373 "
Nibley	"
Sevier	944 "
Marysville	1051 "
Nioche	170 "
Gogorza	823 "
Park City	246 "
Heber	403 "
Welby	"
Riter	182 "
Artwell and Lead Mine Disconnected	"

March 28th, 1920

SURGICAL DEPARTMENT

J. W. O'CONNOR, CHIEF SURGEON
DENVER COLORADO

F. S. BASCOM, ASS'T. CHIEF SURGEON
UTAH LINES, SALT LAKE CITY, UTAH

NAME	LOCATION
R. S. Joyce	Ogden
Edgar Bates (Oculist and Aurist)	Ogden
F. S. Bascom	Salt Lake City
D. M. Lindsay (Oculist and Aurist)	Salt Lake City
J. F. Critchlow	Salt Lake City
W. Benjamin	Salt Lake City
R. S. Allison	Salt Lake City
W. Brown Ewing (Neurologist)	Salt Lake City
Hosmer and Alley	Midvale

NAME	LOCATION
J. E. Flynn	Bingham
A. R. Llewellyn	Garfield
F. D. Worlton	Lehi
J. F. Noyes	American Fork
Aird, Robinson & Taylor	Provo
John R. Anderson	Springville
C. O. Dewey	Soldier Summit
L. C. Snow	Park City
W. R. Wheritt	Heber

NAME	LOCATION
W. P. Winters	Mt. Pleasant
W. M. Thome	Salina
George L. Sears	Manti
T. D. Reese	Nephi
J. J. Steiner	Richfield
C. J. Heath	Marysville
L. B. Laker	Eureka
Steele Bailey, Jr.	Mammoth

LOCATION OF HOSPITALSDee Memorial Hospital

Ogden

Holy Cross and St. Marks

Salt Lake City

A. J. BRODERICK,
Ass't Superintendent, Salt Lake City.

W. R. McPHERSON,
Ass't Superintendent, Salt Lake City.

A. B. WOODWARD,
Trainmaster, Salt Lake City.

P. D. SHAND,
Trainmaster, Provo.

J. W. LYNCH,
Trainmaster, Thistle.

W. F. WALSH,
Trainmaster, Thistle.

W. J. JENKINS,
Trainmaster, Soldier Summit.

J. H. SNYDER,
Trav. Engr. and Trainmaster,
Salt Lake City.

M. J. McGURL,
Trav. Engr. and Trainmaster,
Salt Lake City.

H. L. FULLER,
Trav. Engr. and Trainmaster,
Salt Lake City.

G. M. LILLIS,
Trav. Engr. and Trainmaster,
Soldier Summit.

C. H. RAWLINGS,
Gen'l Air Brake Instructor,
Salt Lake City.

DISPATCHERS

WALTER ALLEN,
Chief Dispr., Salt Lake City.

E. STANDIFORD,
Ass't Chief Dispr., Salt Lake City.

Main Line

W. A. NASH, Salt Lake City.

W. C. LIEVSAY, Salt Lake City.

J. A. O'DONNELL, Salt Lake City.

Branches

F. L. HUMMEL, Salt Lake City.

C. J. GRAFF, Salt Lake City.

Relief

G. D. O'CONNOR, Salt Lake City.

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