

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**

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**Utah Division**  
**Special Rules**  
**No. 4**  
**Effective Friday,**  
**August 1, 1941**

Superseding Los Angeles Division Special Rules No. 3, Idaho Division Special Rules No. 3 and Special Rules contained in Salt Lake Yard Joint Time-Table No. 66 on the subdivisions and branches comprising the Utah Division.

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Employees whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

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**A. E. STODDARD, Superintendent**

**R. E. TITUS, General Superintendent**

**F. C. PAULSEN,**  
General Manager

**T. S. KINNERSLEY,**  
Supt. Transportation

Serial N<sup>o</sup> 7712

5 (R). Freight line at Buena Vista ends at the switch of the east cross-over which leads from the siding to the passenger line.

26 (R). When a carman is accompanying equipment, or at points where work is of emergency character and Rule 26 cannot be complied with, protection must be arranged as follows: Before carman goes under or between cars, yard or trainman must give hand or lamp stop signal and receive whistle acknowledgment from engineman.

Train must not be moved, nor air brakes applied or released, until carman is out from under or from between cars and yard or trainman so indicates to engineman.

The yard or trainman must remain with the carman as long as carman works under or between cars, and the yard or trainman will be responsible for the carman's protection.

27 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them between Provo and Lynndyl and on all branch lines.

31 (R). The Utah State law governing the use of locomotive whistle and bell is as follows:

"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, except in towns and at terminal points, the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms, the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the Railroad Company shall be liable for all damages which any person may sustain by reason of such violation."

Salt Lake City ordinance of 1934 provides as follows:

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

83 (R). A clearance must be received as follows:

Provo—all trains; Cache Jct.—all trains.  
Brigham—all trains;

Trains are not required to receive a clearance per Rule 83 (D) at initial stations which are not train order offices.

83 (S). Nos. 577, 578, 579, 580, 581, 582, 583, 584 and 586 will register at Wye. No. 479 will register at Murray by registering ticket Form 2642.

Trains must register by registering ticket Form 2642, per Rule 83 (A), at Provo and McCammon.

Nos. 103 and 104 must register by registering ticket Form 2642, per Rule 83 (A), at Lynndyl and Milford.

84 (R). At Salt Lake City and Ogden, passenger trains must not leave passenger station without a signal from depot master or passenger director.

S-88 (R). Passenger trains, when meeting at Milford, must use the siding which extends from the first cross-over east of the east standpipe to the cross-over near scales, unless otherwise directed by train order.

At Milford, freight trains heading into or out of yard at west end must use cross-over near scales unless otherwise directed. Westward trains with orders to wait at Milford, must remain clear of this cross-over.

90 (R). At Harrisville, westward trains taking siding will use second switch. At Collinston, eastward trains taking siding will use second switch.

91 (R). At Salt Lake City, between Eighth South Street and passenger station, Third Subdivision first class trains may space themselves not less than five instead of ten minutes apart as required by Rule 91.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Caliente	Garfield includ-	Fillmore	Tremonton
Crestline	ing Smelter	Nephi	including
Modena	and Wye	Provo	Garland
Lund	Murray	Cutler	Malad
Milford	Salt Lake City	Mount	Logan
Delta	North Yard	Draper	Whitney
Lynndyl	Pioche	Ogden	Lewiston
Tintic	Cedar City	Brigham	Preston
Stockton includ-	Iron Springs	Cache Jct.	McCammon
ing Bauer			

Murray yard extends from a point 1000 feet west of west switch at Atwood to two-fifths of a mile east of Fire Clay.

Eureka Branch, Silver City Branch including Tintic wye, and Mammoth Branch between Mammoth Jct. and D. & R. G. W. crossing are operated under yard rules.

Stockton yard limits extend to M.P. 745.06, eight-tenths of a mile east of Bauer.

Cutler yard limits extend to one-fourth mile west of Lehi.

93 (S). At Salt Lake City, Provo Subdivision main track between Eighth South Street and Second South Street may be used as a siding, complying with Rules Nos. 93, 99 and 105.

Provo Subdivision eastward trains entering yard must come to a stop at Stop board located 566 feet east of cross-over switches at Eighth South Street.

The following branch main tracks may be used as sidings, complying with Rules Nos. 93, 99 and 105:

Malad Branch main track in Brigham yard;

Cache Valley Branch main track in Cache Jct. yard commencing at Signal 492.

93 (T). At Salt Lake City, all Third Subdivision trains operating via passenger line must use west track on Third West Street between Second and Eighth South Streets.

Provo Subdivision trains will use east track on Third West Street between Second and Eighth South Street.

Third Subdivision freight trains will use Leamington Cut-off in and out of yard.

Freight movements through passenger yard must be made through track No. 10.

93 (U). Yard engines working on Provo Subdivision between Second South Street and Eighth South Street will stand between grade crossings when trains are passing on the opposite track, and will stop clear of Third South Street when necessary to avoid blocking view of enginemen on trains entering the yard from the west.

93 (V). Before starting yard crews to Jordan Plant, yardmaster must obtain a line-up from chief dispatcher and not start yard crew until Leamington Cut-off is clear.

93 (W). Garden tracks will not be switched while passenger trains are in the passenger yard if it can be avoided.

93 (X). Union Pacific crews will be under the jurisdiction of D. & R. G. W. supervisory forces while using D. & R. G. W. tracks, will obey their instructions and be governed by following D. & R. G. W. rules while on their tracks:

D. & R. G. W. Rule 15 reads:

"The explosion of two torpedoes is a signal to proceed at restricted speed for at least one-half mile and is to be acknowledged. The explosion of one torpedo will indicate the same as two, but the use of two is required."

D. & R. G. W. Rule D-93 reads:

"All trains moving against the current of traffic on two or more tracks,

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**93 (X). Continued.**

must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision responsibility rests with the approaching train or engine."

**D. & R. G. W. Rule 93 reads:**

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first class trains as prescribed by the rules.

"Second and inferior class trains, extra trains, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

**D. & R. G. W. Rule 93 is modified by Special Time-Table Rule 4-I as follows:**

"First class trains must move between Eighth South and First South Streets (on Fourth West Street) in Salt Lake Union Depot Company's yard, Salt Lake City, at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Yard crews and others occupying these tracks must make way for first class trains without unnecessarily delaying them."

Union Pacific crews will be governed by the following additional **D. & R. G. W.** rules when using their tracks:

"The operation of freight trains in both directions between First South and 21st South Streets, Salt Lake City, will be handled on double freight main tracks.

Eastward trains will enter the right hand track at a point about 150 feet East of First South Street, which point is designated by sign as 'End of double track' and it is at this point that westward trains will leave the double track.

There are three switches at the end of the double track and the normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches so they will remain lined for the eastward main track.

Trains operating against the current of traffic on either one of the two main tracks must do so under flag protection.

Eastward trains approaching 21st South Street will sound four blasts of the whistle for the purpose of calling the yardmaster's attention to the approaching train so that arrangements can be made to head such train into clear track.

Track 21 at Roper is the scale track. Scales are not equipped with dead rails and engines must not run on or over them.

Union Pacific crews entering Spanish Forks sugar factory tracks will be governed by **D. & R. G. W.** rules, and must know that engines used are suitable for such tracks.

City Ordinance restricts speed of all trains between Eighth North Street and Ninth South Street, Salt Lake City, to twelve (12) M.P.H. and the use of the whistle and bell should be held to minimum as prescribed by rule or law, except in emergencies."

**93 (Y).** American Smelting and Refining Company's yard, Garfield, commences at a point approximately 250 feet west of the first switch leading into smelting plant from the Union Pacific high line extending from Lake Point. All trains and engines using these tracks will be governed by **D. & R. G. W. Rule 93** (See Rule 93-X).

**97 (R).** Unless otherwise directed, extra passenger trains will use passenger line, and other extra trains will use freight line between Salt Lake City and Buena Vista.

**98 (R).** The Utah State law governing movement of trains over railroad crossings at grade is as follows:

"All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailling switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person

**98 (R). Continued.**

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 damage which any person may sustain by reason of such neglect."

**98 (S). JUNCTIONS AND RAILROAD CROSSINGS.**

Location	Railroad Crossed or Junction with	Trains Which Have Precedence	How Governed
Salt Lake City. (M.P. 782.5)	D.& R.G.W.		Interlocking.
Salt Lake City. (M.P. 782.4)	D.& R.G.W.		Interlocking.
Salt Lake City. (M.P. 782.5 Freight Line)	S.L.G.& W.	U.P.	Stop.
Salt Lake City. (M.P. 782.4 Freight Line)	D.& R.G.W.	U.P.	Stop.
Salt Lake City. (M.P. 781.3 Freight Line)	W.P.	U.P.	Automatic Interlocking Signals.
M.P. 38.4	S.L.& U.	U.P.	Cabin Interlocking.
M.P. 39.7	D.& R.G.W.	U.P.	All trains stop.
M.P. 48.6	D.& R.G.W.	U.P.	Semi-automatic crossing protection.
South Temple and 5th West Sts., Salt Lake City.	S.L.G.& W.	U.P.	All trains stop.
South Temple and 6th West Sts., Salt Lake City.	D.& R.G.W.	U.P.	All trains stop.
13th West and 1st South Sts., Salt Lake City.	W.P.	W.P.	Automatic crossing protectors.
Smelter. (M.P. 767.1)	B.& G.	U.P.	Cabin Interlocking.
American Fork. (M.P. 766.0)	S.L.& U.	U.P.	Cabin Interlocking.
Lakeview. (M.P. 757.3)	D.& R.G.W.	U.P.	Automatic Interlocking Signals.
Mammoth Branch. (M.P. 2.41)	D.& R.G.W.	D.& R.G.W.	Stop.
Fairfield Branch. (M.P. 1.85)	S.L.& U.	U.P.	Stop.
Lehi. (M.P. 769.5 Sugar Factory Spur)	S.L.& U.	U.P.	U. P. stop and throw target.
Ironton. (M.P. 0.67)	D.& R.G.W.		Interlocking.
Ironton. (M.P. 0.75)	S.L.& U.		Interlocking.
North Salt Lake.	D.& R.G.W.	D.& R.G.W.	D.&R.G.W. trains do not stop. U.P. trains protect by flagman in both directions before crossing.
North Salt Lake.	B.E.	U.P.	Cabin Interlocking.
Ogden.	Wyoming Division	Wyoming Division	Utah Division trains stop before crossing.

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Location	Railroad Crossed or Junction with	Trains Which Have Precedence	How Governed
Ogden, Gas-House Crossing.	D. & R.G.W.	D. & R.G.W.	U.P. trains stop before crossing.
Ogden, Wall Ave. & 21st St..	D. & R.G.W.	U.P.	Gate set normally against D. & R.G.W. trains.
Harrisville.	U.I.C.	U.P.	Cabin Interlocking.
Preston.	U.I.C.	U.P.	All trains stop before crossing.
Salt Lake Gravel Pit Spur.	B.E.	B.E.	U.P. trains stop before crossing.
Evona Branch. Bet. U.P. Spur track and U. P.-D. & R. G. W. Joint Sugar Works Spur.	D. & R.G.W.	D. & R.G.W.	D. & R.G.W. trains do not stop. U.P. trains protect by flagman in both directions before crossing.
Five Points Jct.	U.I.C.	U.I.C.	U.P. trains stop before crossing.
Fruit Spur.	U.I.C.	U.I.C.	U.P. trains stop before crossing.
M.P. .03, Syracuse Branch.	D. & R.G.W.	D. & R.G.W.	Semi-automatic crossing protection. Normal position of derails and signals against U.P. See instructions in signal case.

98 (T). Interlocking located on spur track serving Columbia Steel Plant between Provo and Ironton, crossing of D. & R. G. W. double track and S. L. & U. single track.

Movements of trains on U. P. to Columbia Steel Plant will be governed by home signal located on right hand side of track 500 feet from crossing.

Movements of trains from Columbia Steel Plant to U. P. will be governed by two-arm home signal located on U. P. 500 feet from S. L. & U. crossing on left hand side of track. Upper arm will govern all movements from Columbia Steel Plant over U. P. track to Provo Yard. Lower arm will govern all movements from Columbia Steel Plant to D. & R. G. W. westward main track.

One long sound of engine whistle must be used by U. P. engines when calling for home signal.

99 (R). Referring to Rule 99 (K), trains may be relieved from protecting against following extra trains by the use of Example (7) of Form E only as follows:

Pioche Branch	Eureka Branch
Prince Branch	Mammoth Branch
Cedar City Branch	Fairfield Branch
Iron Mountain Branch	Malad Branch between
Frisco Branch	Corinne and Malad
Fillmore Branch	Cache Valley Branch.
Eureka Branch	

101 (R). Referring to Rules 101 and 101 (A). When a train is flagged by a track patrolman in case of storm or indication of storm or high water, patrolman must continue to patrol track ahead of train, if necessary, through the storm area.

103 (R). Referring to Rule 103 (A). A yardman or trainman need not ride on leading footboard of engine as follows:

At Salt Lake City, main track movements between Fifth North Street and Sandy (but will apply on yard tracks in that territory).

At Salt Lake City, movements between North Salt Lake and North Yard.

103 (S). At Ogden, trains Nos. 6, 7, 8, 14, 38, 53, 104 and 818 will turn on wye and back into Union Station. Train No. 21 will normally back out.

103 (T). In addition to complying with Rule 103, a yardman must take a conspicuous position on the rear car of cuts handled between North Yard and Roper Yard, and when the use of night signals is required he will carry a white light. A red light must be displayed on the rear car.

104 (R). At Salt Lake City, switches at Eighth South Street must be kept set and locked for Third Subdivision main track.

104 (S). Between the hours of 6:00 A. M. and 3:00 P. M. and between 4:30 P. M. and 1:30 A. M. eastward Third and Provo Subdivision passenger trains entering Salt Lake City Passenger Station must stop to clear Second South Street unless they receive proceed signal from switchtender. Westward Third and Provo Subdivision passenger trains leaving Salt Lake City Passenger Station between these times must stop to clear lead unless they receive proceed signal from switchtender. Proceed signal must be acknowledged.

104 (T). Switchtender on duty 11:00 P. M. to 7:00 A. M. at Sixteenth North Street to head trains into the yard.

104 (U). Yardmen switching east lead in North Yard must observe position of switches on west lead and if No. 12 switch is lined for No. 1 track will shove cars in, protecting the movement against cars from the west lead.

104 (V). If a person is observed near a switch leading from the track a train is using in violation of Rule 104 (A), the train must be brought to a stop and wire report made to superintendent.

104 (W). Switches will be set normally:

At east end Cedar City Loop—spring switch for westward trains;

At Tintic wye for Eureka Branch—Silver City main track;

At Pioche—High line switch for high line;

At Crestline—Wye switch for east leg of wye;

At Provo—switch leading to Ironton for Ironton spur.

104 (X). Spring switches, see Rule 104 (D) and Rule 511 (B), are located as follows:

Cedar City	—end of loop;
Islen	—east end;
Caliente	—east end;
Becks	—west end of advance track connecting with westward main track;
Ogden	—1500 feet east of Bridge 1.08 on eastward main track;
S. P. Jct.	—west end of siding.

104 (Y). All eastward trains leaving Caliente freight yard must head through drill track, using spring switch. All westward trains heading into yard at Caliente must use the first cross-over west of the east drill track switch.

104 (Z). At Salt Lake City, trains and engines must not foul cross-over switches between North Temple Street and Second North Street without first receiving proceed signal from switch tender on duty. This does not apply to yard engines.

D-151 (R). At Salt Lake City, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when on the time of a first class train or when view is obscured by weather or other conditions.

Note: The designation "Str." includes all streamline trains.

The designation "Psgr." includes all other passenger, mail, and express trains.

The designation "Frt." includes freight trains, mixed trains, and light engines with or without cabooses.

When steam engines are used on streamline trains, unless otherwise provided, the speed specified under "Psgr." must not be exceeded.

When a freight engine is used in passenger service on branches, the speed specified under "Frt." must not be exceeded.

FIRST, SECOND, THIRD AND PROVO SUBDIVISIONS AND BRANCHES.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
At any point.	90	65	40	
At any point between Sandy and Salt Lake City.	40	40	20	
At any point.		50		McKeen or Gas-Electric motor cars.
At any point.		60		With 3900 class or Mikado type engines.
At any point.		50		Passenger engines handling rider coaches only.
At any point.		40		With 3500, 5500 and 8800 class engines, except passenger trains with these engines may run 45 M.P.H. over 131-pound rail.
At any point.		30	30	With Consolidation type engines.
At any point.		20	20	Engines running backward, with or without cars.
Within yard limits.	50	40	25	Speed must be as much slower as rules or conditions may require.
Within yard limits between Sandy and Salt Lake City.	40	30	15	Speed must be as much slower as conditions may require.
Over spring switches.	15	15	15	When using turn-outs.
Over spring switches.	20	20	20	When not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.
When using cross-overs or turn-outs.	15	15	15	
At any point on curved track.			25	With steam derricks, cranes, hoists, ditchers and pile drivers.
At any point on straight track.			30	With steam derricks, cranes, hoists, ditchers and pile drivers.
At any point on main line.			30	Trains handling scale test cars.
At any point on branches.			20	Trains handling scale test cars.
Through interlocking.	30	30	30	Where no different speed is specified.
Railroad crossings where governed by automatic interlocking signals.	20	20	20	Between the two home signals governing movement over the crossing.
At any point.			15	Jordan spreaders and other snow machines of spreader type, when in operation.
At any point.	35	35	35	When necessary to pick up train orders or clearances.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
<b>First Subdivision.</b> Between Mile Posts—				
<b>Caliente</b>				
459.5 and 501.2, Caliente and Uvada.		50		
459.5 and 497.8, Caliente and Lien.				Nos. 103 and 104 must not exceed schedule speed.
460.03 and 460.29.	45	40	25	Curve.
460.83 and 460.97.	50	40	30	Curve.
461.18 and 461.69.	30	30	20	Two curves.
461.72 and 463.87.	40	36	24	Seven curves.
<b>Eccles</b>				
464.66 and 464.79.	60	50	40	Curve.
465.24 and 465.47.	60	50	40	Curve.
466.04 and 466.17.	50	36	24	Curve.
466.24 and 466.38.	36	36	24	Curve.
466.46 and 466.65.	40	36	24	Curve.
466.77 and 466.93.	45	36	24	Curve.
467.21 and 467.47.	60	50	40	Curve.
467.87 and 468.03.	60	50	40	Curve.
468.15 and 468.31.	50	45	40	Curve.
<b>Minto</b>				
468.44 and 468.66.	60	50	40	Curve.
468.75 and 469.01.	60	50	40	Curve.
469.14 and 477.25.	30	25	20	Curves.
M.P. 471.74.				Westward freight trains must stop when retainers are not being used.
M.P. 474.89, west switch at Islen.	30	25	20	Remote controlled switch.
Islen to Minto.			12	Light engines backing up.
<b>Islen</b>				
477.25 and 469.14.			20	Westward.
477.39 and 477.50.	60	50	40	Curve.
477.70 and 477.81.	60	50	40	Curve.
<b>Barclay</b>				
479.12 and 479.45.	42	30	24	Curve.
479.79 and 480.00.	60	30	24	Curve.
480.41 and 480.65.	32	30	24	Curve.
480.70 and 480.79.	30	30	24	Curve.
480.89 and 481.01.	37	30	24	Curve.
481.18 and 481.34.	37	30	24	Curve.
481.42 and 481.58.	30	30	24	Curve.
482.96 and 483.11.	60	45	40	Curve.
484.47 and 484.69.	60	45	40	Curve.

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Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>First Subdivision. (Cont.) Between Mile Posts—</b>				
<b>Acoma</b>				
485.04 and 485.31.	60	45	40	Curve.
485.69 and 485.85.	60	45	40	Curve.
486.43 and 486.58.	60	45	40	Curve.
486.85 and 487.03.	35	30	24	Curve.
487.46 and 487.74.	60	30	24	Curve.
487.88 and 487.97.	30	30	24	Curve.
488.01 and 488.20.	30	30	24	Curve.
488.32 and 488.45.	35	30	24	Curve.
488.60 and 488.71.	35	30	24	Curve.
489.12 and 489.22.	65	45	40	Curve.
<b>Brown</b>				
489.67 and 489.88.	55	40	35	Curve.
490.61 and 490.78.	60	45	40	Curve.
491.36 and 491.49.	60	45	40	Curve.
491.85 and 492.11.	45	40	35	Curve.
M.P. 493.27, west switch at Crest- line.	30	30	25	Remote controlled switch.
<b>Crestline</b>				
494.14 and 494.37.	45	40	25	Curve.
M.P. 494.92, east switch at Crest- line.	30	30	25	Remote controlled switch.
495.00 and 495.89.	30	25	20	Three curves.
496.02 and 497.08.	35	25	20	Four curves.
497.14 and 497.28.	50	25	20	Curve.
497.63 and 497.73.	60	50	40	Curve.
<b>Lien</b>				
497.82 and 497.94.	60	50	40	Curve.
498.20 and 498.50.	60	50	40	Curve.
499.67 and 499.93.	60	50	40	Curve.
<b>Uvada</b>				
502.00 and 502.20.	70	50	40	Curve.
502.32 and 502.44.	70	50	40	Curve.
505.10 and 505.25.	85	65	40	Curve.
<b>Tomas</b>				
506.97 and 507.32.	85	65	40	Curve.
507.82 and 507.99.	85	65	40	Curve.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>First Subdivision. (Cont.) Between Mile Posts—</b>				
<b>Modena</b>				
511.06 and 512.02.	85	65	40	Curve.
512.81 and 513.83.	85	65	40	Curve.
515.02 and 515.22.	85	65	40	Curve.
<b>Heist</b>				
517.61 and 517.91.	85	65	40	Curve.
<b>Yale</b>				
521.39 and 521.81.	85	65	40	Curve.
<b>Zane</b>				
534.06 and 534.16.	85	65	40	Curve.
<b>Ford</b>				
537.28 and 537.57.	85	65	40	Curve.
<b>Thermo</b>				
564.92 and 565.19.	85	65	40	Curve.
<b>Second Subdivision. Between Mile Posts—</b>				
<b>Milford</b>				
580.05 and 580.53.	85	65	40	Curve.
<b>Read</b>				
592.00 and 592.10.	85	65	40	Curve.
<b>Malone</b>				
596.23 and 596.39.	85	65	40	Curve.
<b>Black Rock</b>				
600.47 and 600.72.	70	60	40	Curve.
601.58 and 601.64.	85	65	40	Curve.
602.37 and 602.46.	85	65	40	Curve.
602.74 and 603.25.	85	65	40	Curve.
<b>Pumice</b>				
607.46 and 607.82.	85	65	40	Curve.
<b>Cruz</b>				
610.05 and 610.38.	85	65	40	Curve.
613.94 and 614.29.	85	65	40	Curve.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>Second Subdivision. (Cont.) Between Mile Posts—</b>				
<b>Bloom</b>				
615.22 and 615.49.	60	50	40	Curve.
615.55 and 615.78.	60	50	40	Curve.
616.12 and 616.27.	85	65	40	Curve.
619.06 and 619.22.	85	65	40	Curve.
630.35 and 630.52.	85	65	40	Curve.
<b>Oasis</b>				
644.64 and 644.78.	85	65	40	Curve.
<b>Delta</b>				
Delta, wye track.			10	With 2700 and 5500 class engines.
652.96 and 653.19.	75	65	40	Curve.
653.26 and 654.00.	85	65	40	Curve.
654.00 and 654.72.	60	50	40	Curve.
<b>Strong</b>				
655.84 and 656.38.	70	60	40	Curve.
657.37 and 657.61.	85	65	40	Curve.
<b>Cline</b>				
665.75 and 665.87.	40	40	25	Curve.
<b>Third Subdivision. Between Mile Posts—</b>				
<b>Lynndyl</b>				
666.65 and 776.85	90	70	45	Over 131-pound rail unless different speed is specified.
<b>Adams</b>				
671.30 and 671.46.	85	65	40	Curve.
<b>Champlin</b>				
675.54 and 676.15.	85	65	40	Curve.
678.13 and 678.36.	85	65	40	Curve.
678.88 and 679.17.	65	55	40	Curve.
<b>Dyer</b>				
679.84 and 680.16.	85	65	40	Curve.
680.55 and 680.98.	60	50	40	Curve.
682.53 and 683.16.	60	50	40	Curve.
683.52 and 683.73.	70	55	40	Curve.
684.14 and 684.52.	55	45	40	Curve.
<b>Jericho</b>				
685.68 and 686.01.	65	50	40	Curve.
686.21 and 686.61.	60	50	40	Curve.
686.87 and 687.04.	60	50	40	Curve.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>Third Subdivision (Cont.) Between Mile Posts—</b>				
<b>Jericho (Cont.)</b>				
687.33 and 687.67.	55	45	40	Curve.
688.05 and 688.49.	55	45	40	Curve.
688.70 and 688.95.	55	45	40	Curve.
689.50 and 690.05.	80	65	40	Curve.
691.61 and 692.09.	80	65	40	Curve.
<b>McIntyre</b>				
692.78 and 693.34.	70	60	40	Curve.
694.98 and 695.18.	80	65	40	Curve.
696.05 and 696.27.	80	65	40	Curve.
M.P. 697.92, west switch, track No. 1, Tintic.	30	30	30	Remote controlled switch.
<b>Tintic</b>				
699.61 and 699.90.	65	55	40	Curve.
700.59 and 701.01.	80	65	40	Curve.
702.16 and 702.72.	70	60	40	Curve.
703.67 and 703.81.	70	60	40	Curve.
<b>Boulter</b>				
705.70 and 705.98.	55	40	30	Curve.
706.10 and 706.64.	70	40	30	Curve.
707.05 and 707.50.	55	40	30	Curve.
707.90 and 708.21.	50	40	30	Curve.
708.82 and 709.12.	50	40	30	Curve.
709.21 and 709.85.	50	40	30	Curve.
<b>Lofgreen</b>				
710.23 and 710.48.	55	40	30	Curve.
711.02 and 711.22.	70	60	40	Curve.
712.10 and 712.50.	50	40	30	Curve.
712.77 and 713.45.	55	40	30	Curve.
713.93 and 714.23.	60	50	40	Curve.
<b>Dunbar</b>				
714.94 and 715.30.	55	50	40	Curve.
715.58 and 715.84.	70	60	40	Curve.
716.67 and 716.77.	80	65	40	Curve.
<b>Pehrson</b>				
719.62 and 720.10.	55	50	40	Curve.
720.57 and 721.00.	60	50	40	Curve.
721.16 and 721.58.	80	65	40	Curve.
722.17 and 723.28.	80	65	40	Curve.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>Third Subdivision. (Cont.) Between Mile Posts—</b>				
<b>Faust</b>				
724.87 and 725.30.	80	65	40	Curve.
<b>Ajax</b>				
735.35 and 735.89.	80	65	40	Curve.
<b>St. John</b>				
740.76 and 741.06.	80	65	40	Curve.
<b>Bauer</b>				
745.59 and 745.91.	80	65	40	Curve.
<b>Warner</b>				
M.P. 748.2, east leg of wye.			5	With 3500, 5500, 7800 and 8800 class engines.
748.37 and 748.97.	80	65	40	Curve.
<b>Shields</b>				
754.21 and 754.58.	60	50	45	Curve.
755.30 and 755.56.	60	50	45	Curve.
755.95 and 756.24.	85	50	45	Curve.
<b>Erda</b>				
757.09 and 757.30.	60	50	45	Curve.
757.68 and 758.09.	55	50	45	Curve.
758.50 and 758.84.	60	50	45	Curve.
759.73 and 760.20.	85	60	45	Curve.
<b>Morris</b>				
760.80 and 761.30.	75	60	45	Curve.
761.72 and 761.86.	75	60	45	Curve.
762.78 and 763.34.	65	55	45	Curve.
764.97 and 765.48.	85	65	45	Curve.
<b>Smelter</b>				
767.22 and 767.46.	50	40	25	Curve.
<b>Garfield</b>				
770.15 and 770.51.	65	60	45	Curve.
<b>Riter</b>				
776.59 and 776.83.	80	65	45	Curve.
<b>Buena Vista</b>				
779.20 and 781.56. Fr. Line to North Yard.	20	20	20	
779.20 and 779.50.	65	60	40	Curve.
780.79 and 781.09.	85	65	40	Curve.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
<b>Provo Subdivision.</b>				
At any point.	50	40	40	
<b>Between Mile Posts—</b>				
<b>Lynndyl</b>				
666.94 and 674.75.	50	40	30	
666.94 and 696.30			25	With 2-10-2 type engine.
674.75 and 675.50	45	35	30	
675.50 and 676.82.	50	40	30	
<b>Leamington</b>				
676.82 and 677.68.	40	30	20	
677.68 and 683.78.	45	35	30	
<b>Parley</b>				
683.78 and 684.83.	40	30	20	
684.83 and 685.73.	45	35	30	
685.73 and 685.84.	40	30	20	
685.84 and 691.83.	50	40	30	
<b>Mills</b>				
691.83 and 692.33.	40	30	20	
692.33 and 694.40.	45	35	30	
694.40 and 709.49.	50	40	35	
709.49 and 711.75.	30	30	25	Nephi city limits.
<b>Nephi</b>				
711.84 and 732.94.	50	40	35	
<b>Barry</b>				
732.94 and 733.50.	40	30	20	Curves.
733.50 and 750.46.	50	40	35	
750.97 and 754.78.	30	30	30	Provo city limits.
<b>Provo</b>				
754.78 and 762.90.	50	40	40	
M.P. 757.25— D. & R. G. W. Crossing.	20	20	20	Automatic Interlocking.
762.90 and 763.99.	20	20	20	Pleasant Grove city limits.
<b>Pleasant Grove</b>				
763.99 and 765.81.	50	40	40	
765.81 and 767.50.	20	20	20	American Fork city limits.
<b>American Fork</b>				
767.50 and 770.38.	50	40	40	

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Pggr.	Frt.	
<b>Provo Subdivision.</b> (Cont.)				
<b>Cutler</b>				
772.32 and 773.50.	50	40	40	
773.50 and 775.16.	40	30	20	Series of curves.
<b>Mount</b>				
776.54 and 777.86.	45	35	35	
777.86 and 778.05.	40	30	25	Series of curves.
778.05 and 781.80.	50	40	40	
<b>Draper</b>				
783.56 and 786.35.	50	40	40	
<b>Salt Lake City</b>	12	12	12	Between 9th South and 4th West and 5th North Streets, including interlocking at 5th North Street.
<b>Murray</b>	15	15	15	Over street intersections between M.P. 42.9 and M.P. 45.9.
<b>Cushing</b>	20	20	20	Between eastward approach signal No. 6 and westward approach signal No. 1.
<b>Midvale</b>	12	12	12	On yard tracks.
<b>Pioche Branch</b>				
At any point.		15	15	
Between M.P. 0.00 and 17.00.		12	12	
Between M.P. 17.00 and 22.00.		10	10	
<b>Cedar City Branch.</b>				
At any point.		30	30	
Within yard limits.		30	25	
Cedar City Loop.		10	10	Over spring switch.
<b>Iron Mountain Branch.</b>				
At any point.		15	15	
<b>Frisco Branch.</b>				
At any point.		12	12	
<b>Fillmore Branch.</b>				
At any point.		20	20	
At M.P. 12.40, 12.85, 13.50, 18.50.				Account drifting sand, approach the locations shown prepared to stop if track is not clear.
<b>Eureka Branch.</b>				
At any point.		12	12	
<b>Eureka.</b>		6	6	Through city limits.

## FOURTH AND FIFTH SUBDIVISIONS AND BRANCHES.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Pggr.	Frt.	
At any point.	90	70	40	
At any point.		60		With Mikado-type engines.
At any point.		50		Freight engines not otherwise shown.
At any point.		50		Passenger engines handling rider coaches only.
Within yard limits on main line.	40	40	25	Speed must be as much slower as conditions may require.
Within yard limits on branches.		30	15	Speed must be as much slower as conditions may require.
On curves indicated by curve warning signs.	50	40	25	Notched signs, face painted yellow, 500 feet in advance of curve, so indicated unless otherwise specified.
At any station.	35	35	35	When necessary to pick up train orders or clearance.
At any point on main line.			30	Trains handling scale test cars.
At any point on branches.			20	Trains handling scale test cars.
When using cross-overs or turnouts.	25	15	15	
When using cross-overs turnouts, or any wye track.		6	6	With 9000 class engines.
Over spring switches.	15	15	15	When using turnouts.
Over spring switches.	20	20	20	When not using turnouts but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	20	When not using turnouts but where movement is over facing point switch.
At any point.		20	20	Engines (except Mallet type) backing up with or without cars.
At any point.		15	15	Mallet type engines backing up with or without cars.
At any point on main line.			25	Trains handling locomotive cranes, pile drivers, steam shovels and rotary snow plows. Booms of such machines must be trailing. Exception: Rotary snow plows when trailing enroute to perform service may be handled at a speed of 40 M. P. H. on straight track or on curves not to exceed 3 degrees. Speed must not exceed 25 M.P.H. on curves in excess of 3 degrees.
At any point.			15	Jordan spreader or other snow machines of spreader type when in operation.
On all branches.		10	10	Through tunnels.

Continued on page 10.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Frt.	
<b>Fourth Subdivision.</b> On curves as follows: Between Mile Posts— <b>Roy</b> 4.0 and 5.7. 6.9 and 7.2.	90 85 85	70 70 70	40 40 40	
<b>Clearfield</b> 8.7 and 9.1.	85	70	40	
<b>Layton</b> 11.9 and 12.3.	85	70	40	
<b>Kaysville</b> 14.7 and 16.7.	85	70	40	
<b>Farmington</b> 18.1 and 18.7. 20.9 and 21.2.	85 70	70 70	40 40	
<b>Centerville</b> 22.3 and 22.5.	85	70	40	
<b>Woods Cross</b> 26.6 and 26.8. 27.6 and 27.7.	70 85	70 70	40 40	
<b>Hatches</b> 28.5 and 28.7.	85	70	40	
<b>Becks</b> 31.2 and 31.4.	85	70	40	
<b>Syracuse Branch.</b>		15	15	
<b>Evona Branch.</b>		15	15	
<b>Ogden.</b>	30	30	15	Within yard limits. Speed must be as much slower as conditions may require.
<b>Ogden.</b>	10	10	10	Over public highway crossings within city limits.
<b>Ogden.</b>	5	5	5	Approaching and over network of switches, and passenger platform, Union Station.
<b>Ogden.</b>		8	8	9000 class engines backing up.
<b>Ogden.</b>		5	5	5000 class engines on curved track known as Utah Division freight pull out track, and engine running track to and from U.P. roundhouse in vicinity of the Utah Canning Plant.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Frt.	
<b>Fifth Subdivision.</b> Between Ogden and McCammon.		60	40	✓
On curves as follows: Between Mile Posts— <b>Dewey</b> 37.8 and 38.0.		40	25	
<b>Collinston</b> 42.0 and 42.1.		40	25	
<b>Durfey</b> 43.5 and 44.3.		40	25	
<b>Wheelon</b> 44.7 and 46.4.		12	12	Bear River Canyon.
<b>Cache Jct.</b> 51.2 and 51.5.		40	25	
<b>Linrose</b> 66.9 and 67.1.		40	25	
<b>Oxford</b> 82.7 and 83.0.		40	25	
<b>Zenda</b> 90.2 and 90.4.		40	25	
<b>Downey</b> 99.4 and 99.6.		40	25	
<b>Malad Branch.</b>		45		Motor trains.
<b>Malad Branch.</b>		35	25	Between Brigham and Garland.
<b>Malad Branch.</b>		25	20	Between Garland and Malad.
<b>Corinne.</b>		10	10	Turnout at east end of siding. This switch is normally set for siding.
<b>Thatcher Branch.</b>		10	10	
<b>Bear River Branch.</b>		10	10	
<b>Urban Branch.</b>		10	10	
<b>Cache Valley Branch.</b>		45		Motor trains.
<b>Cache Valley Branch.</b>		35	25	
<b>Lewiston</b>			10	Sugar factory yard.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Pgr.	Fr.	
Lewiston Factory Yard			10	Main track around silo account pulp, water and soft track.
On curves as follows: Between Mile Posts—				
Nebeker				
13.6 and 13.8.		25	15	
Wellsville				
13.8 and 13.9.		25	15	
Hyrum				
17.7 and 18.0.		25	15	
Lewiston				
43.0 and 43.8.		30	20	
Franklin				
43.8 and 44.0.		30	20	
Benson Branch.		15	15	
Logan Sugar Factory Branch.		10	10	Between slow boards at sugar factory.
College Branch.		15	15	

221 (R). At Murray, train order signal is located outside of siding switches and all trains that must pass the switch used by opposing trains in taking siding, before reaching train order signal, must approach said switch prepared to stop and if train order signal is held at stop position, must stop to clear switch until cause of stop signal has been ascertained.

506 (R). On a color light permissive signal, if the lights are not burning, trains may proceed at restricted speed without stopping for it, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of trains. (See Rule 509-D).

S-508 (R). Block signal overlap is located at Bauer. Trains holding main track whose superiority has been restricted must not pass the overlap sign until the opposing train has arrived or waiting time has expired.

509 (R). When Block Signal 329 governing movement of westward trains from advance track North Yard, or, Block Signal 14 governing movement of eastward trains from siding at Bridge Jct., or, dwarf signal governing movement of westward trains from siding at S. P. Jct., indicate stop, two torpedoes must be placed on the main track at least one-half mile from switch in direction from which trains may approach from the rear, before fouling main track, in addition to complying with Rule 511 (B).

509 (S). Remote controlled switches are located at Tintic, Crestline and Islen. When a train is stopped by a home block signal or dwarf signal, it may proceed when the signal changes to an approach or proceed indication. If signal remains in stop position be governed by Rule 509. Movement over switch must not begin until after person in charge of train or engine has verbal understand-

ing with the operator at remote control station that it will be all right for train to proceed and that switch will not be changed by the operator until after train has passed over switch. When necessary to do switching, switch must be manually operated and person in charge of train or engine must have verbal understanding with operator before proceeding.

After consulting operator be governed by instructions posted in iron box at switch.

When operator is not on duty, operation of switch will be handled as per instructions covering manual operation.

605 (R). Interlocking stations at Salt Lake City are located at Fifth North, Ninth South, Fourth West and Fifth West Streets (D. & R. G. W. crossing), Thirteenth West and First South Streets (W. P. crossing) and cabin interlocking at Thirteenth South Street (Salt Lake and Utah Railway crossing). See Rules Nos. 605, 628 and 661 to 673 inclusive.

All main track superior routes through interlocking are governed by upper arm of home signals. Diverging routes are governed by lower arm of home signals. Back-up and switching movements against current of traffic through interlocking are governed by dwarf signals.

Color light signals govern movements of U. P. and D. & R. G. W. trains over passenger main line crossing at Fourth West and Ninth South Streets.

These color light signals are located two hundred feet from crossing and are manually operated by signalmen at Ninth South Street interlocking station.

Eastward interlocking home signal, 480 feet west of Ninth South Street interlocking station, has been changed to three indication color light signal.

Westward approach signal, located 1700 feet west of Ninth South Street interlocking station, will govern approach of trains to three indication color light interlocking signal at Fourth West Street crossing.

At Fifth North Street—westward trains and engines—Upper arm of interlocking signal, 950 feet east of tower, at proceed, will permit trains and engines to proceed through interlocking limits on westward main track to signal 349 on cantilever bridge. Lower arm of this signal, at proceed, will permit trains and engines to proceed over any diverging route obtainable from that signal.

Eastward trains and engines—Upper arm of interlocking signal, 480 feet west of tower, at proceed, will permit trains and engines to proceed through interlocking limits on eastward main track. Lower arm of this signal, at proceed, will permit trains and engines to proceed over any diverging route obtainable from that signal.

Trains and engines moving from Pedro tracks Nos. 1 and 2 to North Yard—upper arm of interlocking signal, 1000 feet east of tower on west side of Pedro track No. 1, at proceed, will permit trains and engines moving from Pedro track No. 2, to proceed through interlocking limits to signal 349 on cantilever bridge. Lower arm of this signal, at proceed, will permit trains and engines to proceed through interlocking limits to freight yard at North Yard telegraph office and over any diverging route obtainable from that signal.

Upper arm of interlocking signal, 530 feet west of tower on North Yard lead, at proceed, will permit trains and engines to proceed through interlocking limits on Pedro track No. 1. Lower arm of this signal, at proceed, will permit trains and engines to proceed on any diverging route obtainable from that signal.

Dwarf signal, 830 feet east of tower, located between Pedro track No. 1, and track No. 2, at proceed, will permit trains and engines moving from Pedro track No. 1 to proceed through interlocking limits over any route obtainable from that signal.

Dwarf signal, 100 feet east of tower between Morrison-Merrill track and westward main track must not be passed unless it is in proceed position, except as provided by Rules 628 and 663.

Continued on page 12.

605 (R). Continued.

To indicate route to be used through interlocking limits, following whistle signals will be used:

Signal from any track east of tower	Signal from any track west of tower	Is call for route to
o o o o	o o o o	Move over switch.
o o —		Coach track.
	o o —	Middle freight yard.
o —		Coal or engine house track.
	o —	Eastward main track with traffic.
— o		Utah Oil track.
	— o	Morrison-Merrill track.
— —		North Yard.
— — — —		Westward main track.
	—	Pedro Track No. 1, Leamington Cut-off.
	— —	Pedro Track No. 2.

At Thirteenth West and First South Streets, Western Pacific crossing home signals are color light type, approach lighted, operating in two indications "stop" and "approach," normal indication being "stop."

Approach signals permanently give approach indication.

Eastward home signal is located 300 feet west of crossing.

Westward home signal is located 300 feet east of crossing.

Eastward approach signal is located 2154 feet west of home signal.

Westward approach signal is located 1785 feet east of home signal.

When a train approaches this crossing and passes the approach signal, if there is no train approaching on the Western Pacific or within interlocking limits, the governing home signal will indicate proceed at restricted speed.

The engine or leading car must not exceed a speed of twenty (20) miles per hour by the home signal, but normal speed may be resumed after head end of train has passed the crossing.

When a train or engine is stopped by the stop indication of the automatic interlocking signal and no immediate conflicting train movement is evident, a trainman shall proceed to the crossing and operate "Release." If the signal does not change its indication at expiration of time interval the trainman may signal his train to proceed over the crossing if there is no train or engine approaching on the conflicting route.

If a train or engine is standing between the home signals on the conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Instructions governing the operation of release will be found in iron box at crossing. Releases inside of box are marked Union Pacific and Western Pacific.

663 (R). At Thirteenth South Street, Salt Lake City, if home signal at cabin interlocking is in stop position, train, after stopping, may proceed when the crossing and signal are clear. If signal does not clear, flagman must be sent ahead over crossing and then be governed by Rule 509 to the next signal, or "End of Block" sign.

674 (R). Automatic color light home block signals govern operation protecting D. & R. G. W. crossing at M. P. 48.6, three-tenths mile east of Sandy Home signals normally indicate proceed and approach signals permanently indicate approach for U. P. trains. Derails on D. & R. G. W. track normally set against D. & R. G. W. trains. If signals indicate stop and no train occupying crossing, be governed by Rule 663.

Block signals govern train and engine movements over gauntlet track, M. P. 47.74, between Cushing and Sandy.

All home signals for movement of U. P. and D. & R. G. W. trains are the searchlight type and approach signals are located 2640 feet in advance of home signals on U. P. main track only. Approach signals permanently indicate approach.

The normal indication of home signals is stop and signal will change to proceed indication on approach of train if block is clear.

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

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

802 (R). Switching crews in the Salt Lake Switching District from Fifth North Street to 21st South Street when handling cars on the main track ahead of the engine will not exceed five miles per hour crossing street intersections, complying with Rule 103.

802 (S). All westward trains except first class must proceed under protection of flagman when crossing Second South Street, Salt Lake City, unless they receive proceed signal from switchtender on duty.

802 (T). At Salt Lake City, switching movements may be made over main aisle in front of passenger station without coming to a stop before reaching crossing when safe to do so at a speed of not more than four miles per hour when movement protected by station or yard employes.

Yardmaster may act as flagman when available and passenger station employes must assist in protecting the movement.

When moving cars or engines close to crossing, when it is not necessary to cross it, such cars or engines must be stopped so as to clear the crossing at least three feet to avoid any hazard of personal injury to passengers or others using the crossing.

802 (U). When cars are being switched on caboose track at North Yard, yardman must protect pedestrian crossing to yard office.

804 (R). At Caliente, if engine is cut off from passenger train, sufficient hand brakes must be set on head end of westward trains and on rear end of eastward trains, to hold cars until engine is again attached.

804 (S). In Caliente yard, whenever switching is being done, any cars switched into tracks must have hand brakes set to secure them. This applies in all cases, whether cars are cut off in a switching movement, or shoved into any track.

807 (R). Freight conductors must notify their enginemen leaving terminals make-up of their train, including location of loads and empties.

807 (S). Steel underframe outfit cars may be handled on head end of train when cars are to be set out or picked up between terminals.

807 (T). Derricks, rotary snow plows and McMyler cranes must not be handled with less than one tender and one car between machine and locomotive over Evona, Malad and Cache Valley Branches.

808 (R). Where a train is being operated with an engine of maximum weight, a helper engine must not be coupled directly to the road engine when crossing over truss bridges as follows:

Location	Bridge Number	Maximum class of engine permissible
Evona Branch	0.02	Consolidation, 560 class.

808 (S). In helper districts, engines must not be backed down hill where wye tracks or turn-tables are available for turning engines, except in emergencies. When such back-up movements are necessary, enginemen must first secure authority from train dispatcher.

809 (R). When handling cars placarded "Explosives" in yards or on sidings, such cars must be coupled to an engine, electric locomotive or motor car protected by a car between. (BE678-a.)

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 8 on Form 1216 "Conductor's Car and Tonnage Report."

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)
Between Salt Lake City and Caliente	6000 lbs.	3000 lbs.
Between Salt Lake City and Lynndyl, via Provo	6000 "	3000 "
Cache Jct.-Preston	3000 "	3000 "
All Other	6000 "	6000 "

824 (R). In addition to making inspection of train as often as practicable, as per Rule 824, freight trains must stop and be inspected at the following points:

- Islen —Westward;
- Modena —Eastward;
- Modena or Crestline } —Westward;
- Delta or Black Rock } —Eastward and westward;
- Tintic —Westward;
- Eastward—except when train is running properly and it is not necessary to stop for any other purpose, trains may run inspection at Tintic in which case stop will be made at Lofgreen or Faust and inspection made;
- Stockton, Bauer or Warner } —Eastward;
- Nephi —Eastward and westward;
- Provo —Eastward and westward;
- Cache Jct. —Eastward and westward;
- McCammon —Eastward for Fifth Subdivision only.

825 (R). Cars must not be set on sidings on which remote control switches are installed. If, on account of accident or other emergency, the setting out of cars on such sidings cannot be avoided, before doing so, written authority must be received from the train dispatcher and the conductor and engineman will arrange to have the derails, which are normally closed, opened before cars are left standing on siding.

825 (S). At Salt Lake City, switch engines moving into south yard, or Third West from points south of Fourth South Street, must have air brakes operative on all cars.

At least six hand brakes must be set on cuts of cars left in the south yard, to guard against possibility of cars rolling out or being shoved out on lead at lower end.

837 (R). Streamline trains must not be moved until all coach, Pullman and dining car doors have been closed.

When picking up train orders from the side door of engine rooms on streamline trains, safety bar must be placed in down position as soon as door is opened.

837 (R). Air test as required by Air Brake Rules 1040, 1041, 1042 and 1043 must be made on all trains where conditions require road train brake test.

837 (S). Before descending heavy grades designated in special rules, engineman will, while train is standing, apply brakes with a ten pound reduction and will then signal trainman with one sound of engine whistle. Rear trainman will see if brakes on rear car apply; if so, rear trainman will then make a further reduction with the angle cock on rear end sufficient to register on black hand of the brake pipe gauge in cab of engine.

When engineman is satisfied by the falling of the brake pipe hand on air gauge that air is being applied from rear end he will give two sounds of engine whistle and rear trainman will then close angle cock and signal to release brakes.

Failure of brakes to release promptly will indicate that some obstruction is preventing air from flowing back through brake pipe and this must be remedied before train proceeds.

After this test has been successfully made and maximum pressure has again been obtained, the train may proceed. If the train has been delayed 30 minutes or more, this test must be repeated before leaving.

837 (T). Air test as required by Special Rule 837 (S) must be made on all freight trains at the following points:

- Crestline —Westward, except when brake pipe pressure is ninety pounds;
- Tintic } —Eastward and westward where angle cock has been turned and hose separated.
- Boulter }
- Mount }

All engines operating from Crestline to Caliente, and on the Eureka, Mammoth, Silver City, Frisco, Iron Mountain, and Pioche branches must maintain brake pipe pressure of not less than ninety (90) pounds.

To properly control trains on descending grade from Grand Central or Mammoth Mine to Mammoth station, be governed as follows:

- All cars to be equipped with thirty pound retaining valves.
- The combined leakage from the brake cylinder and retaining valve pipe must not exceed seven pounds per minute.
- All brakes to be cut in and operative.
- Piston travel to be adjusted to approximately seven inches on all cars. Speed must not exceed six miles an hour at any point.
- Limit of train descending shall be a maximum of three cars.

Continued on page 14.

887 (T). Continued.

On descending grades from Mammoth, Eureka and Silver City, speed must not exceed eight miles an hour and limit of cars will not exceed ten. The rules as to the air brake inspection and test, with the exception of the application of the thirty pound retainers, are the same as they are on the High Line or between Mammoth Mine and Mammoth station.

Empty cars for the Tintic District will be inspected at Tintic and on cars going to the Mammoth Mine and Grand Central Mine, thirty pound retainers will be applied at Tintic by the Mechanical Department. Engine foremen will place a sufficient number of empties on the repair track each day so that the car forces may make the proper inspection and apply the stub retainer and will not take any cars into the district that have not been OK'd for service in the Tintic District.

On descending grades in the Tintic District, conductor must see that trainmen are properly distributed over the train, each man at a hand brake and in position to control train with hand brakes if necessary.

887 (U). Retainers must be used as follows:

Islen to Minto—on all westward freight trains.

Exception: Trains averaging not to exceed fifty-five gross tons per car may be handled without the use of retainers when handled by engines equipped with two air compressors which are operative. Westward freight trains must come to a full stop at M. P. 471.74 when retainers are not being used.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

Retaining valves must be used on all trains as required by Air Brake Rule 1077 (A), without any exception permitted, as follows:

- Pioche to M. P. 30,
- M. P. 27 to M. P. 22, Pioche Branch,
- Frisco to Milford,
- Eureka to Tintic,
- Grand Central Mine to Mammoth,
- Mammoth to Tintic,
- Silver City to Tintic,

Iron Mountain to Iron Springs—Duplex retainers must be placed in full retaining position.

On other grades conductors will see that as many retaining valves are used as are necessary to control their trains as required by Air Brake Rule 1077 (A).

887 (V). At Ogden, train and enginemen of passenger trains turning on wye, after starting backward movement must be governed as follows:

Within two hundred feet after starting, trainmen must gradually apply the brakes from rear end and when this application is effective, engineman must sound two short blasts of engine whistle. If this running brake application is not effective within the prescribed distance, engineman must stop train, ascertain the cause and not proceed until test can be properly made.

896 (R). 3150, 6000 and Shay class engines only, may go on Eureka, Mammoth and Silver City branches.

Engines must not go on the following tracks:

- Salt Lake City —Big Chief Coal Company trestle;
- Salt Lake City —Standard Fuel Company trestle;
- Officer —Stewart Brothers gravel unloading trestle.

500 class and heavier engines must not go on the following tracks:

- Salt Lake City —All Utah Fireclay tracks;
- Salt Lake City —All industry tracks, both sides of 3rd West Street between South Temple and 9th South Streets;
- Salt Lake City —Ford Motor Company spur;
- Salt Lake City —Gentry Crane tracks;
- Salt Lake City —Old icehouse spur;
- Salt Lake City —Utah Light & Traction Company spur;
- Salt Lake City —All spur tracks off south leg of wye;
- Salt Lake City —All spur tracks off north leg of wye;
- Salt Lake City —Depot heating plant spur;
- Salt Lake City —Spur tracks at north end of freight platform;
- Salt Lake City —Spur track on east side of Utah Ice Company warehouse;
- Salt Lake City —Morrison-Merrill spur, 4th North Street;
- Salt Lake City —Utah Soap Company spur;
- Salt Lake City —Cement plant tracks, 9th South Street;
- Salt Lake City —Tyng Industrial tracks, 9th South Street;
- Salt Lake City —Enamel Brick Company spur;
- Salt Lake City —Bennett Oil Company spur;
- Salt Lake City —Fisher Terminal Warehouse tracks;
- Salt Lake City —Utah Gas & Coke Company spur;
- Salt Lake City —Jordan Steam Plant tracks;
- Salt Lake City —Continental Junk Co. spur, 9th South Street;
- Salt Lake City —Barrett Roofing Company spur;
- Salt Lake City —Alliance Coal Company spur;
- Salt Lake City —Ludin and May Foundry spur;
- Salt Lake City —Storage track, 5th West and 7th North Sts.;
- Salt Lake City —Turntable track on west side of power house;
- Salt Lake City —Power house coal trestle track. Hart Convertible cars must not be placed on trestle;
- Salt Lake City —Depressed cinder pit track;
- Salt Lake City —Scale shop spur;
- Salt Lake City —Wheel shop track;
- Salt Lake City —Garbage track;
- Salt Lake City —All gravel pit tracks;
- Officer —Egg house;
- Officer —Allen Steel Company spur;

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## 896 (R). Continued.

Murray	—Miller-Cahoon Coal spur;
Murray	—Christensen Company Construction spur;
Pallas	—All tracks inside smelter yard fences;
Midvale	—All tracks except tracks Nos. 1, 2 and 3.

The engines named may go on the following tracks:

560, 582, 600, 602, 604, 605, 608, 618, 2004, 2017, 2030, 2031, 2504, 2506, 2510, 2512, 2516, 2518, 2521, 2525. All other engines of 500, 600, 2000 and 2500 class must not go on these tracks:

Officer	—Stewart Brothers coal spur;
Officer	—Stewart Brothers gravel spur;
Burton	—Shell Oil spur;
Burton	—Coal yard spur;
Huslers	—Huslers Mill spur;
Fire Clay	—Woolen Mill spur;
Murray	—Lumber yard spur on west side of main track;
Murray	—Cannery track;
Murray	—House track;
Murray	—Team track;
Pallas	—Short sidings near east end of passing track;
Pallas	—All tracks leading to and serving Utah Ore Sampling Plant;
Atwood	—U. S. Smelter spur;
Atwood	—Lumber yard spur;
Sandy	—D. & R. G. W. Interchange tracks east of Main Street crossing;
Midvale	—Nos. 1, 2 and 3 tracks.

2000 class and heavier engines must not go on the following tracks:

Syracuse Branch	—All tracks;
Five Points Branch	—All tracks;
Evona Branch	—All tracks;
Malad Branch	—All tracks outside Brigham yard limits;
Thatcher Branch	—All tracks;
Bear River Branch	—All tracks;
Urban Branch	—All tracks;
Benson Branch	—All tracks;
Cache Valley Branch	—All tracks outside Cache Jct. yard limits.
Logan Sugar Factory Branch	—All tracks;
College Branch	—All tracks;
Salt Lake City	—D. & R. G. W. interchange tracks, 6th West and South Temple Streets;
Salt Lake City	—No. 6 freight house track west of platform;
Officer	—Stewart Bros. coal spur;
Officer	—Stewart Bros. gravel spur;

## 896 (R). Continued.

Burton	—Shell Oil spur;
Burton	—Coal yard spur;
Huslers	—Huslers Mill spur;
Walton	—Walton Coal Company Spur;
Fire Clay	—All Utah Fire Clay tracks;
Fire Clay	—Woolen Mill spur;
Murray	—U. S. Fire Clay spur;
Murray	—Lumber yard spur on west side of main track;
Murray	—Christensen Construction Co. spur;
Murray	—Cannery track;
Murray	—House track;
Murray	—Team track;
Murray	—Miller-Cahoon coal spur;
Pallas	—Spur tracks taking off of west siding;
Pallas	—Short sidings near east end siding;
Pallas	—All tracks loading to and serving Utah Ore Sampling Plant;
Pallas	—All tracks inside Smelter yard fence;
Hatches	—Spur track;
Atwood	—U. S. Smelter spur;
Atwood	—Lumber yard spur;
Sandy	—D. & R. G. W. interchange tracks east of Main Street crossing;
Midvale	—Tracks Nos. 1, 2 and 3;
Woods Cross	—Storage spur;
Woods Cross	—Old team track;
Woods Cross	—Cannery tracks;
Centerville	—Team track;
Farmington	—Team track;
Kaysville	—Mill spur;
Kaysville	—Cannery spur;
Layton	—Mill spur;
Layton	—Cannery spur;
Layton	—House track;
Layton	—Sugar factory tracks;
Clearfield	—Cannery spur;
Clearfield	—House tracks;
Clearfield	—All spurs taking off Syracuse Branch;
Angus	—Beet spur;
Roy	—East cannery spur;
Ogden	—Sugar factory trestles;
Five Points Jct.	—Five Points Branch;
Five Points Jct.	—Beet spur;
Harrisville	—Siding east of cross-over;
Harrisville	—All brick plant tracks;

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Willard	—Cannery spur;
Willard	—House track;
Willard	—Beet track;
Willard	—Storage track;
Fruit	—Spur track;
Brigham	—Egg warehouse track;
Brigham	—All sugar factory tracks;
Brigham	—Stock tracks west of bridge No. 21.94;
Brigham	—U. I. C. Interchange track beyond derail;
Brigham	—Sugar factory trestle;
Bakers	—Cement plant coal trestle;
Cornish	—Sugar factory pulp silo trestle;
Cache Jct.	—Stock track;
Cache Jct.	—Mill spur.

2300 class engines and heavier must not go on following tracks:

Salt Lake City —All garden tracks.

2500 class and heavier engines must not go on following tracks:

Salt Lake City	—Business car tracks;
Salt Lake City	—Salt Lake Hardware Co. spur;
Salt Lake City	—Freight house tracks (8 tracks west of platform);
Salt Lake City	—Morrison-Merrill Lumber Co. tracks;
Salt Lake City	—All coach yard tracks;
Salt Lake City	—Power house spur;
Salt Lake City	—Sand house spur east side sand bin;
Salt Lake City	—Storehouse and foundry tracks;
Salt Lake City	—Material yard tracks, east of scrap dock;
Salt Lake City	—Scrap dock spur;
Salt Lake City	—Tank car wash track;
Salt Lake City	—Load shifter spur;
Salt Lake City	—Bamberger Interchange tracks;
Salt Lake City	—Utah Oil tracks;
Salt Lake City	—Beck's storage track;
Salt Lake City	—Freight house tracks Nos. 1, 2, 3, 4, 5 and 7 west of platform;
Becks	—Industry spur;
North Salt Lake	—Stockyard tracks;
Officer	—Salt Lake Cabinet Company spur.

7000 class and heavier engines must not go on the following tracks:

Salt Lake City	—All coach yard tracks;
Salt Lake City	—Sand house spur east of sand bin;
Salt Lake City	—Storehouse and foundry track;

Salt Lake City	—Bamberger Interchange track;
Salt Lake City	—Utah Oil tracks;
Salt Lake City	—Beck storage track;
Salt Lake City	—Industry spur at Beck;
Salt Lake City	—Stock yards at North Salt Lake;
Salt Lake City	—Cudahy tracks Nos. 1 and 2, North Salt Lake;
Salt Lake City	—D. & R. G. W. interchange track 6th West and South Temple;
Salt Lake City	—S. L. & U. Interchange tracks;
Murray	—Bennion Mill spur;
Murray	—Mutual Coal Company spur;
Murray	—Murray mill spur;
Pallas	—3rd to 6th tracks inclusive on east side of main track and south of water tank;
Hot Springs	—Team track;
Perry	—Team track;
Brigham	—Cannery spur;
Brigham	—Team track;
Brigham	—Auto platform spur;
Brigham	—House track;
Brigham	—Gravel loading spur;
Brigham	—2nd track east of main track;
Brigham	—Stock track east of cross-over near stock yard;
Bakers	—Spur track;
Calls Fort	—Industry track;
Honeyville	—House track;
Madsen	—Industry track;
Dewey	—Stock track;
Collinston	—House track;
Collinston	—Team track;
Durfey	—Spur track;
Wheelon	—Spur track;
Cache Jct.	—Beet spur;
Cache Jct.	—Coal tracks;
Cache Jct.	—Storage tracks, 2nd and 3rd tracks west of coal chute;
Cache Jct.	—Outfit spur;
Cache Jct.	—Depressed track;
Cache Jct.	—Material storage track;
Cache Jct.	—All enginehouse tracks;
Hammond	—Spur track;
Trenton	—Beet track;
Trenton	—Stock track east of depot;
Cornish	—Sugar factory spur;

Continued on page 17.

Weston	—Stock track east of highway crossing;
Thorenson	—Spur track;
Clifton	—Team track;
Oxford	—Elevator spur;
Zenda	—Spur track;
Downey	—House track;
Downey	—Elevator track;
Arimo	—Elevator track.
McCammon	—Wye track;
McCammon	—Elevator track west end of yard.

9000 class and heavier engines must not go on the following tracks:

Officer	—Team track;
Walton	—Spencer Coal Co. spur;
Walton	—Morrison-Merrill spur;
Pallas	—West siding;
Pallas	—Storage tracks on east side of main track and north of Eddins Street;
Pallas	—First and second tracks east of main track and south of water tank;
Layton	—Town track;
Layton	—Team track;
Browning	—All tracks;
Willard	—Siding;
Honeyville	—Industry track;
Cache Jct.	—Branch siding Nos. 1 and 2;
Cornish	—Stock track;
Coulam	—Siding.

Snow plows, Jordan Spreaders and other roadway machines must not be moved on the following tracks unless it is known that there is proper clearance:

Cache Jct., on tracks adjacent to brick or cement passenger platforms.

In operating snow clearing equipment it must be known that there is proper guard rail clearance.

Engines heavier than the light Mikado type must not go on any industrial trestle.

Engines heavier than 5000 class type must not go on any track at Marsh Valley.

Mikado type or heavier engines must not go on any beet trestle.

Wooden Hart Convertible cars must not be moved over trestles at coal chutes at Salt Lake City, Cache Jct., nor over powerhouse trestle, Salt Lake City.

At American Smelting and Refining Company plant, Murray, engines must not go beyond sign on edge of trestle No. 6 to No. 2 mill. Trestle No. 7 and Trestle No. 8 must not be used.

2700, 3500, 3900, 5500, 7000, 7800 and 8800 class engines must not go on the following tracks, except as shown:

Enamel Spur	—Spur;
Buena Vista	—Old siding;
Wye	—Wye tracks, except 2700 class;
Lake Point	—A. S. & R. spur, except 2700 class, not exceeding 15 miles per hour;
Bauer	—Honerine Mill spur, except 2700 class;
Stockton	—Gravel pit tracks, except 2700 class;
Tintic	—Tracks 1 and 2 alongside Eureka branch, except 2700 class;
Lynndyl	—Sand pit tracks;
Delta	—East leg of wye, except 2700 and 5500 class;
	—East lead sugar factory track beyond ore loading platform;
	—Hal Oil spur beyond a point 223 feet from switch;
M.P. 472.3	—Spur, except 2700 class;
Caliente	—Dike track, except 2700 class;
Draper	—Sand spur, except 2700 class;
M.P. 781.26 } West of Draper }	—Sand spur, except 2700 class beyond a point 540 feet from switch;
Mount	—Gravel pit tracks;
American Fork	—Chipman's spur, except 2700 class;
	—Pulley spur, except 2700 class;
Pleasant Grove	—Lumber spur, except 2700 class;
Hardy	—Track 4 except 2700 class;
	—Loading track 6, except 2700 class, which will not go beyond point 700 feet east of switch to tracks 4 and 6;
Cutting Plant } M.P. 754.8 }	—Spur track, except 2700 class;
Provo	—Wye;
	—Texas Oil spur;
	—Gas Plant spur;
	—Bullock's spur;
Lehi	—Sugar factory tracks, except 2700 class, not exceeding five miles per hour;
Payson	—Sugar factory spurs, except 2700 class;
	—West switch scale track;
	—Stock track, except 2700 class;

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<b>Nephi</b>	—East leg of wye;
	—West leg of wye, except 2700 class;
	—Mill and Oil spur;
	—East end team track;
<b>Levan</b>	—Spur, except 2700 class;
<b>Fillmore Branch</b>	—All tracks west of alfalfa mill spur;
<b>Frisco Branch</b>	—All tracks west of potato cellar, M.P. 0.82;
<b>Cedar City</b>	—Oil track No. 12;
	—Commissary spur;
	—Lead to freight house track No. 6, main track switch;
<b>Pioche Branch</b>	—All tracks west of bridge 0.68;
<b>Fairfield Branch</b>	—All tracks west of M.P. 1.00.

3150-3176 and 6000 class engines must not go on the following tracks, except as shown:

<b>Buena Vista</b>	—Old siding, except 6000 class;
<b>Bauer</b>	—Honerine Mill coal trestle;
<b>Lynndyl</b>	—Sand pit, except 6000 class;
<b>Delta</b>	—East leg of wye, except 6000 class;
	—East lead to Sugar Factory Track 20, beyond switch to Track 14, serving lime rock warehouse;
	—Track 12 can be used by 6000 class engines;
	—Hal Oil spur beyond 380 feet from switch;
M.P. 781.26 } West of Draper }	—Sand spur beyond a point 540 feet from switch;
<b>Provo</b>	—Texas Oil spur;
<b>Payson</b>	—Scale track No. 17, west switch taking out of sugar factory lead, except 6000 class;
<b>Nephi</b>	—East leg of wye, except 6000 class;
	—East end of team track, except 6000 class;
<b>Pioche Branch</b>	—Light Pacific and light Consolidation engines permitted. Heavy Pacific and heavy Consolidation engines not permitted west of bridge 0.68.

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

Location	Structure or Obstruction	Clearance of engine or car is close at—
At All Stations	Mail Cranes	Side.
<b>First Subdivision.</b>		
M.P. 468.06	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 469.93	Bridge	Side.
M.P. 469.95	Bridge	Side.
Big Springs	Water column	Top and side.
M.P. 470.91	Bridge	Side.
M.P. 471.28	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.74	Bridge	Side.
Acoma	Water tank spout	Top and side.
Modena	Oil spout	Top and side.
Beryl	Water tank spout	Top and side.
M.P. 527.60	Bridge	Side.
Thermo	Water tank spout	Top and side.
<b>Second Subdivision.</b>		
M.P. 601.13	Bridge	Side.
<b>Third Subdivision.</b>		
Jericho	Water tank spout	Top and side.
Tintic	Water tank spout	Top and side.
Garfield	Water tank spout	Top and side.
<b>Provo Subdivision.</b>		
Provo Yard		
All tracks at Pac. States		
Cast Iron Pipe Company,		
Ironton	Scrap Iron along joint track	Side.
M.P. 735.76	D. & R. G. W. crossing	Top and side.
M.P. 754.42	Bridge	Side.
Nephi	Water tank spout	Top and side.
Starr	Water tank spout	Top and side.
Payson	Water tank spout	Top and side.
Provo	Water tank spout	Top and side.
Cutler	Water tank spout	Top and side.
Pallas	Water tank spout	Top and side.
<p>Employees must be on lookout at all times for obstructions that do not clear men on engines or cars in Pallas and Midvale Smelter Yard.</p>		
<b>Fairfield Branch.</b>		
M.P. 1.60	D. & R. G. W. crossing	Top.
Cedar Fort	Water tank spout	Top and side.
<b>Fillmore Branch.</b>		
Fillmore	Water tank spout	Top and side.
<b>Pioche Branch.</b>		
M.P. 0.68	Bridge	Side.
Water Tank (M.P. 20.60)	Water tank spout	Top and side.
Pioche	Water tank spout	Top and side.
<b>Iron Mountain Branch.</b>		
Iron Mountain		
Tracks 5, 6, 7 and main track	Ore loading tipple	Top and side.

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Location	Structure or Obstruction	Clearance of engine or car is close at—
<b>Fourth Subdivision.</b>		
At Salt Lake City		
M.P. 38.12	Overhead steam line	Top.
M.P. 38.44 (S. L. & U. Crossing)	Trolley Wire	Top.
Third West and Second South Streets	Trolley Wire	Top.
Third West and Third South Streets	Trolley Wire	Top.
Brooklyn Avenue and Second West Street	Trolley Wire	Top.
Salt Lake City Yard		
Track No. 152	Ice Conveyor	Top.
South Temple Street	Viaduct	Top.
Passenger Station	Train shed and umbrella sheds	Side and Top.
*Passenger Station	Track No. 9—(see note below)	
North Temple Street	Viaduct	Side and Top.
Fifth North Street	Crossing gates and dwarf signal	Side.
North Yard Power House Spur	Enginehouse guy wires	Side and Top.
North Salt Lake, M.P. 30.96	Trolley wire on B. E. R. R. crossing	Top.
North Salt Lake, M.P. 31.01	Dwarf signal	Side.
North Salt Lake, M.P. 30.90	Dwarf signal	Side.
Farmington	Standpipes	Side.
M.P. 11.57	Overhead highway crossing	Side and Top.
M.P. 8.73	Overhead highway crossing	Top.
M.P. 1.99	Overhead pipeline	Side and Top.
M.P. 1.88	Overhead highway	Top.
M.P. 1.39	Switch stand east end cross-over	Side.
M.P. 1.08	Through plate girder bridge	Side.
<b>Leamington Cut-Off.</b>		
Salt Lake City	South Temple St. viaduct	Side and Top.
<b>Fifth Subdivision.</b>		
Ogden	Standpipe at east slip switch	Side.
Ogden Passenger Station	Umbrella sheds	Side and Top.
Ogden, M.P. 0.14, 24th St.	Viaduct	Side and Top.
Harrisville, M.P. 4.65	Trolley wire U. I. C. R. R. crossing	Top.
Brigham	Water tank spout	Side and Top.
Brigham	Standpipe	Side.
Dewey	Water tank spout	Side and Top.
M.P. 45.20	Tunnel	Side and Top.
M.P. 45.30	Rock cut	Side.
M.P. 46.02	Rock cut	Side.
M.P. 46.12	Rock cut	Side.
Cache Jct.	Coal chute	Side and Top.
Cache Jct.	Standpipes	Side.
Clifton	Standpipe	Side.
Swan Lake	Water tank spout	Side and Top.
Downey	Water tank spout	Side and Top.
Downey	Standpipes	Side.
McCammon	Standpipes	Side.

\*Track No 9, at Salt Lake City Passenger Station, will be used by the Salt Lake-Lyndyl local, mixed train.

Attention of all trainmen, enginemen and yardmen is called to impaired clearance on east side of this track. Employees and all others are prohibited from riding on top of freight or passenger cars while on track No. 9.

Location	Structure or Obstruction	Clearance of engine or car is close at—
<b>Evona Branch.</b>		
M.P. 0.02	Bridge	Side and Top.
<b>Five Points Branch.</b>		
M.P. 0.05	Trolley wire U. I. C. R. R. crossing	Top.
<b>Malad Branch.</b>		
Corinne	Station platform	Side.
Garland	Water tank spout	Side and Top.
Woodruff	Platform	Side.
Malad	Water tank spout	Side and Top.
Malad	Coal platform	Side.
<b>Bear River Branch.</b>		
M.P. 1.52	Bridge	Side.
<b>Cache Valley Branch.</b>		
Wellsville	Water tank spout	Side and Top.
Logan	Standpipe	Side.
Logan	Shed over passenger station platform	Side.
Richmond	Water tank spout	Side and Top.
Preston, M.P. 50.59	Trolley wire U. I. C. R. R. crossing	Top.
Preston	Standpipe	Side.
Preston	Stockyard platform	Side.
Preston	Oil Co. pump house	Side.
Preston	Beet loading trestles	Side.

In moving cars on tracks under overhead trolley wires, employes are warned that overhead clearances to such wires and side clearances to supporting trolley poles are close. Trolley wires must not be touched and careful lookout must be kept for low and broken wires.

Connections with electrically operated railways at following locations:

Browning	Whitney	Dewey
Five Points Branch	Salt Lake City	Logan
Brigham	Five Points Jct.	Lewiston
Hyrum	Harrisville	Salt Lake Gravel Pit
Richmond		

At Logan sugar factory, employes must know that apron of ore loading platform near track No. 4 is clear and that track is clear of obstructions before moving cars on that track.

1014 (R). When a streamline train is helped or towed by a steam engine, or when it is necessary to change brake valve to the automatic system, the brake pipe pressure must be 110 pounds.

1022 (R). At Salt Lake City, all switch engines moving into South Yard or Third West Street from point south of South Street, must have air through all cars and brakes operative.

1040 (R). When electrical portion of straight air brake on streamline trains fails to function, train must be stopped and automatic brake cut in and regular terminal test made while train is standing to insure all brakes apply and release; except if failure occurs on train handled by M-10000 or M-10001 it will be necessary to control train with straight air brake.

1051 (R). On streamline trains, when running air test is made as required by Air Brake Rules 1051 and 1051 (A), the rear brakeman must know that the brakes apply and release properly, and after it is known that the brakes on the rear car have been released, he must signal the engineman with one sound of the communicating signal.

If the engineman does not receive this signal, a second test must be made, and if signal is not received after second test, the train must be stopped, cause ascertained, and standing air test made if necessary.

1063 (R). Air Brake Rule 1063 (A) is changed to read as follows:

"If the train has not more than 12 cars and stop is being made, except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called 'pre-release.' With longer trains hold the brakes applied until stopped."

1085 (R). Steam actuated or carrier system air-conditioned cars will not operate with less than 70 pounds steam pressure. In complying with Air Brake Rule 1085 (A), steam heat must not be shut off or valve opened on rear of train until engine is closely approaching, and it is known that the train will not be delayed getting into, station grounds.

#### SIDINGS AND SPURS NOT ON TIME-TABLE

Location	Miles from Los Angeles	Car Capacity	Switch Connections	Flag Stops For Trains
<b>First Subdivision:</b>				
M.P. 472.3	472.3	8	East	Freight Only.
<b>Third Subdivision:</b>				
Stockton Gravel Pit Spur	743.2	10	East	Freight Only. Freight Only. {577, 578, 579, 580, 581, 582, 583, 584, 586.
Prest-O-Lite Spur	780.9			
Poplar Grove	781.3			
Enamel Spur	782.0	18	West	
<b>Provo Subdivision:</b>				
Stearns—Beet Spur	739.2	9	West	Freight Only.
Ironton	752.3	108	East	Freight Only.
Provo—Cutting Spur	754.8	38	East	Freight Only.
Lehi Sugar Spur	769.1	98	East	Freight Only.
Mellen Sand Spur	781.3	10	East	Freight Only.
Burton	796.8	20		
Walton	795.0	10		
Bentz	794.1	8		
Fire Clay	793.4	4		
Cushing	788.8	27		
Rideout	778.0	7		
Hardy	761.8	27		
Levan	699.0	5		
<b>Cedar City Branch:</b>				
Iron Mountain Spur	Miles from Lund 21.0	2	West West	Freight Only. Freight Only.
Power Plant Spur	31.0			
<b>Mammoth Branch</b>				
A. S. & R. Spur	Miles from Tintic 2.7	19		At Mammoth.

#### SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connections	Grade Descending
<b>First Subdivision:</b>				
Eccles	464.2	14	Both	West
Minto	468.4	14	Both	West
Big Springs	472.3	8	East	West
Islen	475.2	10	Both	West
Barclay	478.7	10	Both	West
Acoma	484.7	16	East	West
Brown	489.7	14	Both	West
Crestline	494.3	4	West	East
Modena	509.8	14	Both	Level
Heist	515.8	14	Both	East
Yale	521.3	14	East	East
Beryl	526.6	14	East	East
Zane	531.4	14	Both	Level
Lund	542.1	18	Both	Level
Kerr	545.3	14	Both	Level
Latimer	550.4	14	Both	East
Nada	555.0	14	Both	East
Thermo	561.9	14	Both	West
Laho	566.6	14	Both	East
Upton	571.2	14	Both	East
<b>Second Subdivision:</b>				
Opal	581.5	13	East	Level
Zenda	584.6	14	Both	East
Read	589.4	13	West	East
Malone	595.2	14	Both	West
Pumice	604.3	14	Both	East
Cruz	609.8	14	Both	East
Bloom	614.3	10	Both	West
Borden	620.9	14	Both	East
Neels	625.9	14	Both	East
Jerome	635.7	14	East	Level
Van	640.1	14	Both	Level
Strong	655.6	14	Both	West
Cline	660.2	14	West	West
<b>Third Subdivision:</b>				
Adams	671.1	14	Both	West
Champlin	674.9	14	Both	Level
Dyer	679.4	14	Both	West
Jericho	685.4	32	Both	West
McIntyre	692.1	14	Both	West
Lofgreen	709.9	27	West	East
Dunbar	714.2	14	East	East
Pehrson	717.2	14	Both	East
Faust	723.6	34	Both	East
Ajax	729.0	14	Both	East
St. John	736.2	41	Both	Level
Stockton	742.7	37	Both	West
Shields	752.3	14	Both	East
Erda	756.5	14	Both	East
Morris	760.6	14	Both	East
Riter	773.6	14	Both	Level

## RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl
P 77	$\frac{22}{28}$ 150	3160	2750	3000	1250	1500	1500	970	860	1080	890	1080
P 77	$\frac{25}{28}$ 165	3176 to 3181	3000	3000	1500	1800	1800	1170	1020	1350	1070	1350
C 57	$\frac{22}{30}$ 198	6010 to 6085	3300	3700	2000	2400	2160	1450	1280	1900	1430	2160
MK 63	$\frac{26}{28}$ $\frac{212}{214}$ 218	2700 to 2715 2726 to 2735	3900	4350	2400	3000	2660	1720	1530	2200	1660	2560
MK 63	$\frac{26}{28}$ $\frac{212}{214}$	2293 2208, 2253, 2261, 2264	4100	4570	2500	3150	2800	1800	1600	2300	1700	2600
MT 73	$\frac{29}{28}$ 230	7350 to 7369	4500	5000	2600	3230	2860	1900	1680	2350	1900	2900
TTT 63	$\frac{29\frac{1}{2}}{30}$ $\frac{287}{290}$ 291 298	5400 to 5408 5410, 5414 5500 to 5529	5900	6600	3600	4000	3800	2450	2250	2850	2350	3800
FTT 63	$\frac{25}{28-30}$ 302	8800 to 8809	6400	7100	3900	4200	4200	2670	2500	3150	2670	4200
SA-C-59	$\frac{23-23}{30}$ 471	3529 to 3554	8200	9100	5000	5400	5400	3460	3200	3460	3350	4700
CSA-69	$\frac{22-22}{32}$ 400	3935, 3938, 3939	8000	3490	3900	4900	5250	3350	3120	3350	3250	4500

  

Type of Engine	Numbers (Inclusive)	Calliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	St John to Bauer	Bauer to Salt Lake City	Lynndyl to York	York to Cutler	Cutler to Mount	Mount to Salt Lake City	
P 77	$\frac{22}{28}$ 150	3160	400	600	2400	1500	800	1400	2750	1250	1350	700	1500
P 77	$\frac{25}{28}$ 165	3176 to 3181	650	680	2740	1800	1420	1660	3000	1080	1470	980	1020
C 57	$\frac{22}{30}$ 198	6010 to 6085	700	1000	3200	2160	1550	2000	3300	1600	2050	1250	2050
MK 63	$\frac{26}{28}$ $\frac{212}{214}$ 218	2700 to 2715 2726 to 2735	800	1140	4300	2660	2100	2460	3900	1800	2590	1400	2590
MK 63	$\frac{26}{28}$ $\frac{212}{214}$	2293 2208, 2253, 2261, 2264	840	1200	4520	2800	2200	2580	4095	1660	2600	1470	2720
MT 73	$\frac{29}{28}$ 230	7350 to 7369	900	1380	4600	2860	2260	2650	4500	2000	3000	1600	3000
TTT 63	$\frac{29\frac{1}{2}}{30}$ $\frac{287}{290}$ 291 298	5400 to 5408 5410, 5414 5500 to 5529	1132	1520	5000	3800	2700	3400	5900	2500	3800	1900	3800
FTT 63	$\frac{25}{28-30}$ 302	8800 to 8809	1400	1820	5000	4300	2800	3760	6400	2670	4200	2200	4300
SA-C-59	$\frac{23-23}{30}$ 471	3529 to 3554	1800	2200	6400	5400	3600	4820	8200	3460	5400	2820	5510
CSA-69	$\frac{22-22}{32}$ 400	3935, 3938, 3939	1750	2110	6240	5250	3490	4700	8000	3850	5250	2750	5370

### EXPLANATION:

- P—Pacific
- C—Consolidation
- MK—Mikado
- TTT—2-10-2
- MT—Mountain Type
- FTT—4-10-2
- SA-C—Simple Articulated-Consolidation
- CSA—Challenger Simple Articulated

Example:—Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 198,000 pounds on drivers:

$$C-57 \frac{22}{30} 198$$

Note: Rating, Crestline to Calliente, Boulter to St. John, car limit.

## RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Salt Lake City to Ogden	Ogden to McCammon	Type of Engine	Numbers (Inclusive)	McCammon to Ogden	Ogden to Salt Lake City		
G 57	$\frac{22}{30}$ 191	560 to 622	2610	2060	G 57	$\frac{22}{30}$ 191	560 to 622	2060	2610
MC 57	$\frac{26-41}{32}$ 464	3639 to 3633 3704 to 3705	5000	4740	MC 57	$\frac{26-41}{32}$ 464	3630 to 3633 3704 to 3705	4740	5000
MC 57	$\frac{26-41}{32}$ 472	3642 to 3664	5000	4740	MC 57	$\frac{26-41}{32}$ 472	3642 to 3664	4400	5000
MK 57	$\frac{28\frac{3}{4}}{30}$ 208 210	2000 to 2034	3000	2400	MK 57	$\frac{28\frac{3}{4}}{30}$ 208 210	2000 to 2034	2400	3000
MK 68	$\frac{26}{28}$ 214 216	2504 to 2532	3200	2525	MK 68	$\frac{26}{28}$ 214 216	2504 to 2532	2525	3200
MK 68	$\frac{26}{28}$ 228	2555 to 2564	3280	2550	MK 68	$\frac{26}{28}$ 228	2555 to 2564	2540	3240
MK 68	$\frac{26}{30}$ 220	2535 to 2554	3300	2600	MK 68	$\frac{26}{30}$ 220	2535 to 2554	2600	3300
TTT 63	$\frac{29\frac{1}{2}}{30}$ 295 289	5000 to 5089 5300 to 5305	4250	3350	TTT 63	$\frac{29\frac{1}{2}}{30}$ 295 289	5000 to 5089 5300 to 5305	3350	4250
TTT 63	$\frac{29\frac{1}{2}}{30}$ 301 304	5306 to 5318	4250	3600	TTT 63	$\frac{29\frac{1}{2}}{30}$ 301 304	5306 to 5318	3350	4250
UP 67	$\frac{27}{31-32}$ 372	9500 to 9514	5000	4600	UP 67	$\frac{27}{31-32}$ 372	9500 to 9514	4600	5000

**EXPLANATION:**

C—Consolidation

P—Pacific

S—Switch

T—Ten Wheelers

MC—Mallet

MK—Mikado

TTT—2-10-2

UP—4-12-2

Example:—Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 191,000 pounds on drivers:

C—57  $\frac{22}{30}$  191