

# THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

SECOND DISTRICT

FILE 19-7-5

## SALT LAKE DIVISION NO. 97—TIME-TABLE—NO. 97

Takes Effect Sunday, June 6, 1926, at 12:01, A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 96 and Supplements thereto

### NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

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

I. H. LUKE,  
GENERAL MANAGER

L. F. WILSON,  
GENERAL SUPERINTENDENT TRANSPORTATION

J. D. STACK,  
GENERAL SUPERINTENDENT

S. L. RACEY,  
SUPERINTENDENT

## WESTWARD

## MAIN LINE

## WESTWARD

THIRD CLASS				SECOND CLASS		Miles from Denver	SUB-DIVISION 7 STATIONS TIME-TABLE No. 97 June 6, 1926		Telegraph Calls	Car Capacity Passing Trucks	FIRST CLASS					
89 Freight	91 Local Freight	61 California Fast Freight	191 Freight	7 Panoramic Special	409 Passenger		1 Scenic Limited	101 Passenger			511 Passenger	3 Passenger				
Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily			Leave Daily	Leave Daily				
		4.00PM		651.4	N	SOLDIER SUMMIT	†CWT	JF	Yard	5.15AM		8.25AM			5.40PM	
		4.26		656.5		5.1 SCENIO				5.27		8.37			f 5.52	
		s 5.00		661.0	N	4.5 GILLULY	W.	GI	72	5.38		8.48			f 6.04	
		5.24		665.3		4.8 DETOUR				5.50		9.00			f 6.16	
		5.40		669.3		4.0 MILL FORK	W.		59	6.00		9.10			f 6.26	
		s 6.01		672.5		2.7 NARROWS			59	6.07		9.17			6.33	
		6.22		676.6		4.1 RIO			59	6.17		9.27			f 6.43	
	6.00AM	6.53 s		680.9	N	4.3 THISTLE	B+YCWT	JD	Yard	6.25	s	9.37		2.15PM	s 6.53 <sup>61</sup>	
	6.15	7.12		684.6		3.7 CASTILLA			82	6.32		9.44		f 2.23	7.01	
	6.41 f	7.27		691.3		6.7 MAPLETON			70	6.41 <sup>91</sup>		9.53		f 2.33	7.11	
				695.0		3.7 S. L. & U. CROSSING										
	7.30	7.38		695.3	D	0.8 SPRINGVILLE	S.W.Y.	NG	Yard	6.50		9.05AM	10.02	s 2.44	f 7.21	
				698.9		3.1 L. A. & S. L. CROSSING										
	8.10	8.05		701.3	N	2.3 PROVO	W.Y.	VO	Yard	s 7.04	s	9.20	s 10.18	s 3.00	s 7.38	
	8.25	8.30		704.3		3.6 LAKOTA			82	7.12	s	9.27 <sup>512</sup>	10.25	3.07	7.46	
				705.7		0.9 L. A. & S. L. CROSSING										
	8.51 <sup>4</sup>	8.45		710.0		4.3 GENEVA			84	7.22	f	9.48	10.34	f 3.17	7.55	
	9.11 <sup>512</sup>	9.00		713.7	D	3.7 AMERICAN FORK		AF	82	7.28	s	9.55	10.40	s 3.23	8.01	
	9.25	9.10		717.0	N	3.3 LEHI		HI	85	7.34	s	10.01	10.46 <sup>92</sup>	s 3.29	8.07	
	9.35	9.20 <sup>64</sup>		720.2		3.2 MESA			49	7.39	f	10.06	10.51	f 3.34	8.12	
	9.45	9.30		722.3		2.6 NASH	W		87	7.44	f	10.11 <sup>92</sup>	10.55	f 3.39	8.17	
	9.55 <sup>92</sup>	9.37		725.5		2.7 OLIVERS			62	7.49	f	10.16	11.00	f 3.44	8.22	
	10.10	9.45		728.6	D	3.1 RIVERTON		RN	83	7.54	s	10.22	11.05	s 3.50	8.27	
	10.32 <sup>409</sup>	10.05		734.5	N	5.9 MIDVALE	C.B.+W.Y.	BJ	Yard	8.04	s	10.32 <sup>91</sup>	11.14	s 4.00	f 8.37 <sup>64</sup>	
	10.52	10.15		737.4		2.9 SMELTER PASSING TRACK			98	8.09		10.37	11.19	4.05	8.42	
	11.00	10.20		738.4	D	1.0 MURRAY		FK	39	8.11	s	10.39	11.21	f 4.07	8.44	
	11.28 <sup>1</sup>	10.40	2.35PM	742.5		4.1 ROPER			Yard	8.18	f	10.46	11.28 <sup>91</sup>	1.50PM	f 4.14	
				745.1	N	2.6 SALT LAKE CITY	S†CWT	UN	Yard	8.30AM		10.55AM	s 11.40	2.00PM	s 9.00	
	5.45PM	12.10PM	11.59PM	750.9	D	5.8 NORTH SALT LAKE		NX					12.05PM		f 9.22	
	6.05			753.6		2.7 WOODS CROSS			52				12.10		f 9.29	
	6.14			760.6		7.0 FARMINGTON	W.		53				12.21		f 9.42	
	6.30			764.4		3.8 KAYSVILLE			46				12.27		f 9.49	
	6.40			767.2	D	2.8 LAYTON		RJ	51				12.32		f 9.55	
	6.50			771.2		4.0 O. S. L. CROSSING										
	7.10			775.1	D	3.9 ROY		RY	81				12.43 <sup>90</sup>		f 10.10	
	7.30PM			782.0	N	6.9 OGDEN	B.+C.W.T.	OG	Yard				1.00PM		10.30PM	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	130.6						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
1.45	6.10	7.59	0.10				Schedule Time			3.15	1.50	4.35	0.10	2.10	4.50	
21.1	10.4	11.7	15.6				Average Speed per Hour			28.3	26.9	30.1	15.6	29.6	28.0	

## EASTWARD

## MAIN LINE

## EASTWARD

FIRST CLASS							SUB-DIVISION 7 STATIONS				SECOND CLASS				THIRD CLASS	
8 Panoramic Special	2 Scenic Limited	410 Passenger	102 Passenger	512 Passenger	4 Passenger		TIME-TABLE No. 97	Miles from Ogden	Telegraph Calls	Car Capacity	62 California Fast Freight	192 Freight	64 Utah Merchandise	92 Local Freight	90 Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		June 6, 1926			Passing Tracks	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
9.35PM	8.05PM				11.30AM		SOLDIER SUMMIT C.W.Y.	131.6	JF	Yard	10.30AM		3.30AM			
9.13	7.43				11.10		SCENIC	126.5		94	9.40		2.40			
8.58	7.28				11.05.4		GILLULY W.	122.0	GI	72	9.10		2.10			
8.43	7.13				11.03.9		DETOUR	117.2		59	8.40		1.40			
8.33	7.03				11.03.1		MILL FORK W.	113.2		59	8.20		1.15			
8.25	6.55				10.25		NARROWS	110.5		61	8.05		1.00			
8.10	6.40				11.01.0		RIO	106.4		59	7.40		12.35			
8.00	6.30			10.25AM	10.01		THISTLE B. & Y.C.W.T.	102.1	JD	Yard	7.20		12.15AM	2.25PM		
7.48	6.18			11.01.5	9.48		CASTILLA	98.4		82	6.20		11.30	2.10		
7.36	6.06			11.00.4	9.36		SUTRO	92.3		82	5.55		11.10	1.45		
							S. L. & U. CROSSING	87.1								
7.24	5.54	5.20PM		9.52	9.24		SPRINGVILLE S.W.Y.	86.2	NG	Yard	5.33		10.50	1.20		
							L. A. & S. L. CROSSING	83.1								
7.15	5.45	5.08		9.40	9.12		PROVO W.Y.	80.8	VO	Yard	5.20		10.30	12.30PM		
7.04	5.34	4.55		9.27 <sup>409</sup>	9.00		LAKOTA	77.2		82	4.55		10.05	11.35		
							L. A. & S. L. CROSSING	76.3								
6.56	5.26	4.44		9.17	8.51 <sup>91</sup>		GENEVA	72.0		84	4.40		9.50	11.19		
6.51	5.21	4.39		9.11 <sup>91</sup>	8.46		AMERICAN FORK	68.3	AF	82	4.31		9.42	11.00		
6.46	5.16	4.33		9.05	8.41		LEHI	65.0	HI	85	4.23		9.35	10.46 <sup>1</sup>		
6.41	5.11	4.27		8.59	8.36		MESA	61.8		49	4.15		9.20 <sup>61</sup>	10.22		
6.37	5.07	4.23		8.54	8.32		NASH W.	59.2		87	4.05		9.12	10.11 <sup>409</sup>		
6.33	5.03	4.19		8.49	8.28		OLIVERS	56.5		62	3.58		9.05	9.55 <sup>91</sup>		
6.28	4.58	4.14		8.44	8.23		RIVERTON	53.4	RN	88	3.50		8.57	9.45		
6.20	4.50	4.05		8.35	8.15		MIDVALE C.B. & W.Y.	47.5	BJ	Yard	3.30		8.37 <sup>8</sup>	9.25		
6.12	4.42	3.58		8.28	8.07		SMELTER PASSING TRACK	44.6		98	2.58		8.00	9.05		
6.10	4.40	3.56		8.26	8.05		MURRAY	43.6	FK	39	2.54		7.55	9.00		
6.05	4.35	3.50	8.33AM	8.20	8.00		ROPER	39.5		Yard	2.40	7.10AM	7.40	8.45		
6.00 PM	4.30	3.45PM	8.25AM	8.15AM	7.55		SALT LAKE CITY S.B. & C.W.T.	36.9	UN	Yard	2.30AM	7.00AM	7.30PM	8.35AM	2.50PM	
	3.52				7.22		NORTH SALT LAKE	31.1	NX						2.18	
	3.47				7.17		WOODS CROSS	28.4		52					2.03	
	3.37				7.07		FARMINGTON W.	21.4		53					1.43	
	3.31				7.01		KAYSVILLE	17.6		46					1.28	
	3.25				6.55		LAYTON	14.8	RJ	51					1.13	
							O. S. L. CROSSING	10.8								
	3.14				6.44		ROY	6.9	RY	81					12.43 <sup>1</sup> PM	
	3.00PM				6.30AM		OGDEN B. & C.W.T.		OG	Yard					11.45AM	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	131.6				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
8.35	6.05	1.35	0.08	2.10	5.00		Schedule Time				8.00	0.10	8.00	5.50	3.05	
26.4	28.2	31.1	19.5	30.0	27.7		Average Speed per Hour				11.8	15.6	11.8	11.2	12.0	

SUB-DIVISION 7  
STATIONS  
TIME-TABLE No. 97

June 6, 1926

N	SOLDIER SUMMIT	C.W.Y.	Miles from Ordin	Telegraph Calls	Car Capacity Passing Trucks
	5.1		131.6	JF	Yard
	5.1		126.5		94
N	5.5	W.	122.0	GI	72
	4.8		117.2		59
	4.0	W.	113.2		59
	2.7		110.5		61
	4.1		106.4		59
N	4.2	B.+C.W.T.	102.1	JD	Yard
	3.7		98.4		82
	3.1		92.3		82
	5.2		87.1		
D	0.9	S.W.Y.	86.2	NG	Yard
	2.1		83.1		
N	2.3	W.Y.	80.8	VO	Yard
	3.6		77.2		82
	0.9		76.3		
	4.3		72.0		84
D	3.7		68.3	AF	82
N	3.3		65.0	HI	85
	3.2		61.8		49
	2.6	W.	59.2		87
	2.7		56.5		62
D	3.1		53.4	RN	83
N	5.9	C.B.+W.Y.	47.5	BJ	Yard
	2.9		44.6		98
D	1.0		43.6	FK	89
	4.1		39.5		Yard
N	2.6	S.B.+C.W.T.	36.9	UN	Yard
D	5.8		31.1	NX	
	2.7		28.4		52
	1.0	W.	21.4		53
	3.8		17.6		46
D	2.8		14.8	RJ	51
	4.0		10.8		
D	3.9		6.9	RY	81
N	6.9	B.+C.W.T.		OG	Yard

131.6  
Schedule Time  
Average Speed per Hour

## Westward

## Marysville Branch

## Eastward

THIRD CLASS		SECOND CLASS	FIRST CLASS	Miles from Marysval	Sub-Division 7-A STATIONS TIME-TABLE No. 97 June 6, 1926		Telegraph Calls	Miles from Thistle	Car Capacity Passing Trucks	FIRST CLASS	SECOND CLASS	THIRD CLASS	
593 Freight	591 Freight	515 Mixed	511 Passenger							512 Passenger	516 Mixed	592 Freight	594 Freight
Leave Tues. Thurs. & Sat.	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday	Leave Daily							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon. Wed. & Fri.	Arrive Mon. Wed. & Fri.
END OF TRACK								132.3					
7.00AM			8.40AM		D	MARYSVALE B.C.Y.	Vy	132.2	63	4.00PM			1.15PM
7.28			f 8.57	5.6		BELKNAP		126.6	36	f 3.42			12.52
8.00			s 9.14	11.7		SEVIER W.Y.		120.5	18	s 3.27			12.15
8.05			f 9.16	12.7		VACA		119.5	16	f 3.21			12.05PM
8.16			f 9.22	15.7		JOSEPH		116.5	27	f 3.15			11.50
8.32			s 9.32	20.5	D	ELSINORE	On	111.7	44	s 3.05			11.30
8.37			f 9.36	22.2		NIBLEY Y.		110.0	92	f 3.01			11.20
8.42			f 9.39	23.5		CENTRAL		108.7	17	f 2.58			11.15
9.15			s 9.53	23.5	D	RIOHFIELD W.Y.	Ri	103.7	70	s 2.48			10.55
9.30			f 10.00	31.9		VENICE		100.3	18	f 2.34			10.30
9.50			s 10.09 <sup>594</sup>	35.9	D	SIGURD	RS	96.3	24	s 2.25			10.09 <sup>511</sup>
9.55			f 10.12	37.1		VERMILION		95.1	12	f 2.22			9.35
10.20 <sup>511</sup>			f 10.20 <sup>593</sup>	40.6		AURORA		91.6	27	f 2.15			9.20
10.55			s 10.33	45.8	D	SALINA W.Y.	Sa	86.4	55	s 2.04			9.00
11.10			s 10.42	49.7		REDMOND		82.5	23	s 1.54			8.35
11.25			f 10.49	53.0		AXTELL		79.2	20	f 1.47			8.25
11.55			s 11.03	59.3	D	GUNNISON	Gu	72.9	28	s 1.34			8.05
12.10PM			f 11.09	61.7		CHRISTIANBURG		70.5	19	f 1.27			7.35
12.25			f 11.18	65.9		STERLING		66.3	18	f 1.17			7.20
12.45PM	1.30PM	8.00AM	s 11.30 f 11.50	71.4	D	MANTI B.C.W.Y.	Ma	60.3	84	f 1.05 s 12.45	3.00 PM	1.45PM	7.00AM
	2.10	8.20AM	s 12.10PM	78.8	D	EPHRAIM	Rm	53.4	51	s 12.28	2.35 PM	1.15	
	2.25		f 12.20 <sup>512</sup>	81.3		PARRY'S QUARRY		50.9	15	f 12.20 <sup>511</sup>		12.59	
	3.05		s 12.34 <sup>592</sup>	83.2	D	SPRING CITY W.	Ns	44.0	20	s 12.07PM		12.34 <sup>511</sup> PM	
	3.47		s 12.46	93.6	D	MT. PLEASANT	Mn	38.6	39	s 11.55 <sup>592</sup>		11.55 <sup>512</sup>	
	4.15		s 1.00	100.2	D	FAIRVIEW W.	F	32.0	31	s 11.41		11.15	
	4.35		f 1.07	103.7		OAK CREEK Y.		28.5	Wye	f 11.31		10.35	
	4.40		f 1.10	105.0		MILBURN		27.2	20	f 11.28		10.30	
	5.00		f 1.18	108.9		HILL TOP		23.3	31	f 11.20		10.10	
	5.12		f 1.26	112.7		WHITTAKER		19.5	15	f 11.11		9.45	
	5.30		f 1.36	117.4		INDIANOLA W		14.3	25	f 11.01		9.20	
	5.52		f 1.51	124.5		PINES		7.7	22	f 10.44		8.40	
	6.20PM		2.10PM	132.2	N	THISTLE B.C.W.Y.	Jd		Yard	10.28AM		8.00AM	
Arrive Tues. Thurs. & Sat.	Arrive Tues. Thurs. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily		132.3					Leave Daily	Leave Daily Ex. Sunday	Leave Mon. Wed. & Fri.	Leave Mon. Wed. & Fri.
5.45	4.50	.20	5.30		Schedule Time					5.32	.25	5.45	6.15
12.4	12.6	22.2	25.6		Average Speed per Hour					25.4	17.8	10.6	11.4

### Westward—Sanpete Valley Branch—Eastward

SECOND CLASS	Miles from Ephraim	Sub-Division 7-B STATIONS TIME-TABLE No. 97 June 6, 1926	Telegraph Calls	Car Capacity Passing Tracks	Miles from Nephi	SECOND CLASS
<b>515</b> Mixed Leave Daily Ex. Sunday						<b>516</b> Mixed Arrive Daily Ex. Sunday
8.30AM		D <b>EPHRAIM</b>	Rm	9	34.7	2.35PM
f 9.18	7.9	7.9 <b>CHESTER</b>		12	26.8	f 1.43
	9.8	1.9 <b>LARSEN</b> Y.		71	24.9	
s 9.39	11.3	1.5 <b>MORONI</b> W.	Mo	27	23.4	s 1.22
f 9.55	15.2	3.9 <b>FREEDOM</b>			19.5	f 1.05
f 10.04	17.6	2.4 <b>CEDAR CLIFFS</b>			17.1	f 12.56
s 10.15	20.3	2.7 <b>FOUNTAIN GREEN</b>		6	14.4	s 12.45
s 10.32	24.6	4.3 <b>DIVIDE</b> Y.		7	10.1	f 12.27
f 10.49	28.8	4.2 <b>NEBO JUNCTION</b>		13	5.9	f 12.10PM
	31.4	1.4 <b>WATER TANK</b> W.			3.3	
f 11.05	32.8	1.9 <b>GYPSUM</b>		14	1.9	f 11.53
11.15AM	34.7	D <b>NEPHI</b> Y.	NI			11.45AM
Arrive Daily Ex. Sunday		34.7				Leave Daily Ex. Sunday
2.45		Schedule Time				2.50
12.6		Average Speed per Hour				12.3

515 IS SUPERIOR TO 516

### Westward

### Tintic Branch

### Eastward

SECOND CLASS	FIRST CLASS	Miles from Silver City	Sub-Division 7-D STATIONS TIME-TABLE No. 97 June 6, 1926	Telegraph Calls	Miles from Springville	Car Capacity Passing Tracks	FIRST CLASS	SECOND CLASS
<b>431</b> Freight Leave Daily Ex. Monday	<b>409</b> Passenger Leave Daily						<b>410</b> Passenger Arrive Daily	<b>432</b> Freight Arrive Daily Ex. Sunday
7.45AM	6.45AM		D <b>SILVER CITY</b> C.Y.	SC	43.7	28	7.45PM	2.45PM
7.55	f 6.50	1.7	L. A. & S. L. CROSSING		42.0		f 7.35	2.20
	s 6.55	2.5	D <b>MAMMOTH</b>	MO	42.8	80	s 7.30	2.10
7.55	f 7.00	1.7	L. A. & S. L. CROSSING		42.0		f 7.25	1.55
8.25	s 7.12	4.0	D <b>EUREKA</b> W.	Q	39.7	44	s 7.18	1.30
9.01	f 7.15	5.0	<b>KNIGHTVILLE</b> W.		38.7	60	f 7.08	12.50
9.22	f 7.28	8.8	<b>CANON SIDING</b>		34.9	10	f 6.55	12.20PM
9.50	f 7.42	12.9	<b>LAGUNA</b> W.		30.8	14	f 6.41	11.50
10.05	f 7.51	15.3	<b>HILLSIDE</b>		27.9	17	f 6.31	11.30
10.10	f 7.52	16.2	<b>PEARL</b>		27.5	Wye	f 6.30	11.25
10.25	f 7.57	18.5	<b>ELBERTA</b>		25.2	7	f 6.24	11.05
<b>10.45</b> <sup>432</sup>	s 8.04	21.6	D <b>GOSHEN</b> W.Y.	GS	22.1	21	s 6.17	<b>10.45</b> <sup>431</sup>
11.00	f 8.10	24.0	<b>HAROLD</b>		19.7		f 6.11	10.00
11.10	f 8.16	26.4	<b>TOWNSEND</b>		17.3	15	f 6.06	9.40
11.30	f 8.21	28.4	<b>SANTAQUIN</b>		15.3	15	f 6.02	9.30
11.45	s 8.32	32.9	D <b>PAYSON</b>	P	10.8	30	s 5.52	9.10
12.15PM	f <b>8.42</b> <sup>432</sup>	37.6	<b>LELAND</b>		6.1	24	f 5.40	<b>8.42</b> <sup>409</sup>
12.30	s 8.50	39.9	D <b>SPANISH FORK</b>	FO	3.8	24	s 5.35	8.20
<b>1.00PM</b>	9.00AM	43.7	D <b>SPRINGVILLE</b> S.B.+C.W.Y.	NG	Yard		5.25PM	8.00AM
Arrive Daily Ex. Monday	Arrive Daily		45.3				Leave Daily	Leave Daily Ex. Sunday
5.15	2.15		Schedule Time				2.20	6.45
8.3	20.1		Average Speed per Hour				19.4	6.8

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

### Westward—Castle Valley Branch—Eastward

SECOND CLASS	Miles from Salina	Sub-Division 7-C STATIONS TIME-TABLE No. 97 June 6, 1926	Telegraph Calls	Miles from end of Track
	20.0	<b>END OF TRACK</b>		
	18.9	1.1 <b>NIOCHE</b>		1.1
	12.7	6.2 <b>SAW TOOTH</b>		7.3
	7.1	5.6 <b>GOOSEBERRY</b>		12.9
		D <b>SALINA</b> SA		20.0
		20.0		

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

FROM MAMMOTH				LOS ANGELES & SALT LAKE		STATIONS		Telegraph Calls		TO MAMMOTH					
D. & R. G. W.		FIRST CLASS								D. & R. G. W.		FIRST CLASS		SECOND CLASS	
SECOND CLASS	FIRST CLASS		FIRST CLASS							FIRST CLASS		FIRST CLASS		SECOND CLASS	
<b>435</b> Freight	<b>415</b> Passenger	<b>413</b> Passenger	<b>504</b> Passenger			TIME-TABLE No. 97						<b>503</b> Passenger	<b>412</b> Passenger	<b>414</b> Passenger	<b>434</b> Freight
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			June 6, 1926						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
<b>2.10PM</b>	<b>7.30</b> PM <sup>414</sup>	<b>6.55</b> AM <sup>412</sup>	<b>11.07</b> AM									<b>11.04</b> AM	<b>6.55</b> AM <sup>413</sup>	<b>7.30</b> PM <sup>415</sup>	<b>2.05</b> PM
<b>2.20</b> PM	<b>7.35</b> PM	<b>7.00</b> AM	<b>11.12</b> AM									<b>10.59</b> AM	<b>6.50</b> AM	<b>7.25</b> PM	<b>1.55</b> PM
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	0.05									0.05	0.05	0.05	0.10
4.8	9.6	9.6	9.6									9.6	9.6	9.6	4.8
						D <b>MAMMOTH</b> W.		Mo							
						L. A. & S. L. & D. & R. G. W. Crossing									
						0.8									
						Schedule Time									
						Average Speed per Hour									

SPECIAL INSTRUCTIONS.  
Trains going toward Mammoth are superior to trains of same class coming from Mammoth.  
Regular trains (20) minutes or more late, or trains not on this time table, can proceed only under flag protection.  
No switching must be done at Mammoth within (5) minutes of the arriving time of any train. Switching must not be done, or cars left standing on main track without engine attached, unless switch below is thrown for side track.

**Westward      Provo Canyon Branch      Eastward**

SECOND CLASS		Miles from Heber	Sub-Division 7-E		Telegraph Calls	Miles from Provo	Car Capacity Passing Trucks	SECOND CLASS	
307 Mixed			STATIONS					308 Mixed	
Leave Daily			TIME-TABLE No. 97					Arrive Daily	
1.15PM			D	HEBER	W.Y.	H	25.7	80	11.30AM
f 1.30	4.0			<sup>4.0</sup> CHARLESTON			21.7	14	f 11.10
f 1.45	7.6			<sup>3.6</sup> WALLSBERG			18.1	12	f 10.50
f 2.05	13.9			<sup>6.3</sup> VIVIAN PARK			11.8	18	f 10.30
f 2.10	15.1			<sup>1.2</sup> UPPER FALLS	W.		10.6		f 10.25
f 2.15	16.4			<sup>1.3</sup> NUNN'S			9.3	10	f 10.17
f 2.25	19.3			<sup>2.9</sup> OLMSTED			6.4	6	f 10.07
f 2.27	19.9			<sup>0.5</sup> CARYHURST			5.8	15	f 10.05
f 2.45	24.6			<sup>4.7</sup> SMOOT			1.1	18	f 9.50
2.55PM	25.7	N		<sup>1.1</sup> PROVO	B.C.W.Y.	Vo		Yard	9.45AM
Arrive Daily				25.7					Leave Daily
1.40				Schedule Time					1.45
15.4				Average Speed per Hour					14.7

**Westward**      **Bingham Branch**      **Eastward**

SECOND CLASS	SECOND CLASS	Miles from Midvale	Sub-Division 7-G STATIONS		Miles from Bingham	Telegraph Calls	Car Capacity and Tracks	SECOND CLASS	SECOND CLASS
215 Freight	211 Freight		TIME-TABLE No. 97					210 Freight	214 Freight
Leave Tues. Thurs. & Sat.	Leave Mon., Wed. & Fri.		June 6, 1926					Arrive Mon., Wed. & Fri.	Arrive Tues. Thurs. & Sat.
10.15AM		14.1	D	BINGHAM <sup>2.5</sup> W.T.		BM	102		9.30AM
10.25		11.5		LEAD MINE <sup>2.5</sup>	2.6		0		9.10
10.35 12.10PM		9.0		DALTON <sup>1.5</sup>	5.1		17		9.00
12.15		7.5		LOLINE JUNCTION <sup>2.5</sup>	6.6		0		8.50
12.40	11.45AM	5.0		WELBY <sup>3.0</sup> Y.	9.1		146	6.55AM	8.40
12.55	11.55	2.0		WEST JORDAN <sup>0.0</sup>	12.1		120	6.40	8.10
		2.0		S. L. & U. CROSSING <sup>2.0</sup>	12.1				
1.10PM	12.20PM		N	MIDVALE <sup>14.1</sup> B. & C.W.Y.	14.1	BJ	Yard	6.30AM	8.00AM
Arrive Tues. Thurs. & Sat.	Arrive Mon., Wed. & Fri.							Leave Mon., Wed. & Fri.	Leave Tues. Thurs. & Sat.
2.55	.35							.25	1.50
10.5	8.6			Schedule Time				12.0	9.3
				Average Speed per Hour					

**WESTWARD Little Cottonwood Branch EASTWARD**

Miles from Midvale	Sub-Division 5-F STATIONS TIME-TABLE No. 97 June 6, 1926	Telegraph Calls	Car Capacity Passing Trucks
11.0	GRANITE QUARRY		Yard
10.1	0.9 WASATCH		20
9.0	1.1 REXALL		12
7.8	1.2 DAVENPORT		5
3.1	4.7 SAND PIT		27
2.0	1.1 SANDY		24
1.8	0.2 O. S. L. CROSSING		
0.9	0.9 COAL SPUR		Disconnected
N	MIDVALE B+C WY	BJ	Yard
	11.0		

## Westward—Garfield Branch—Eastward

SECOND CLASS	Miles from Welby	Sub-Division 7-H STATIONS	Miles from Garfield Smelter	Telegraph Call	Car Capacity Passing Through	SECOND CLASS
211 Freight		TIME-TABLE No. 97				210 Freight
Leave Mon., Wed. & Fri.		June 6, 1926				Arrive Mon., Wed. & Fri.
9.30AM	17.0	GARFIELD SMELTER			Yard	8.45AM
9.40	15.1	1.9 GARFIELD C.W.	1.9	GF	25	8.30
	13.4	0.6 EAST JUNCTION	3.6			
10.10	12.8	2.1 MAGNA	4.2		125	8.20
10.30	10.7	2.1 RITER	6.3	Y.	144	8.00
10.55	6.0	4.7 HUNTER	11.0		84	7.40
11.25AM		6.0 WELBY	Y. 17.0		146	7.15AM
Arrive Mon., Wed. & Fri.		17.0				Leave Mon., Wed. & Fri.
1.55		Schedule Time				1.30
8.9		Average Speed per Hour				11.3

**WESTWARD--Bingham Branch Extension-- EASTWARD**

	Sub-Division 7-1 STATIONS TIME-TABLE No. 97 June 6, 1926	Miles from Loline Jct.	Telegraph Calls	Car Capacity Passing Tracks
	MIDAS 1.6	7.6		27
	KINGS 1.9	6.0		23
	ARTWELL 4.1	4.1		0
	LOLINE JCT.			0
	7.6			

Westward		Lark Branch		Eastward	
SECOND CLASS	Miles from Lark	Sub-Division 7-J STATIONS TIME-TABLE No. 97 June 6, 1926	Miles from Dalton	SECOND CLASS	
217 Freight				216 Freight	
Leave Tues. Thurs. & Sat.			Car Capacity Passing Tracks	Arrive Tues. Thurs. & Sat.	
11.35AM		LARK	3.6 38	11.05AM	
11.59AM	3.6	DALTON	17	10.40AM	
Arrive Tues. Thurs. & Sat.		3.6		Leave Tues. Thurs. & Sat.	
.24		Schedule Time		.25	
9.00		Average Speed per Hour		8.64	

Westward			Park City Branch				Eastward			
SECOND CLASS	FIRST CLASS	Miles from Park City	Sub-Division 7-L STATIONS TIME-TABLE No. 97 June 6, 1926		Miles from Union Depot, Salt Lake	Miles from Roper	Telegraph Calls	Car Capacity Passing Tracks	FIRST CLASS	SECOND CLASS
191 Freight	101 Passenger								102 Passenger	192 Freight
Leave Daily	Leave Daily								Arrive Daily	Arrive Daily
11.10AM	11.50AM		D PARK CITY W.Y.		34.9	32.3	PC	44	10.30AM	10.15AM
11.30	f12.04PM	4.0	4.0 SNYDERVILLE		30.9	28.3		4	f10.16	9.52
11.40	f12.12	6.3	2.3 KIMBALL		28.6	26.0		11	f10.11	9.45
11.53	s12.21	8.8	2.5 GOGORZA Y.		26.1	23.5		23	s10.03	9.33
s12.15PM	s12.38	13.5	4.7 ALTUS		21.4	18.8		13	s 9.50	9.10
s12.56 <sup>101</sup>	s12.56 <sup>191</sup>	17.6	4.1 BARCLAY W.		17.3	14.7		17	s 9.30	8.45
s 1.27	f 1.12	21.8	4.2 DALE W.		13.1	10.5		19	f 9.09	8.20
1.40	f 1.21	24.3	2.5 CEMENT QUARRY		10.6	8.0		9	f 9.01	8.07
1.45	f 1.22	24.7	0.4 LE GRAND		10.2	7.6		18	f 9.00	8.05
2.10	s 1.38	29.5	D 4.8 SUGAR HOUSE		5.4	2.8	SH	75	s 8.45	7.35
		31.6	2.1 O. S. L. CROSSING		3.3	0.7				
		32.3	0.7 ROPER		2.6			Yard	8.33AM	7.15AM
Arrive Daily	Arrive Daily		32.3						Leave Daily	Leave Daily
3.25	2.00		Schedule Time						1.57	3.00
9.5	16.1		Average Speed per Hour						16.6	10.8

WESTWARD--Copper Belt Branch--EASTWARD			
Miles from Bingham	Sub-Division 7-K STATIONS TIME-TABLE No. 97 June 6, 1926	Car Capacity Passing Tracks	
0.0	BINGHAM		
0.3	0.3 MONT.-BINGHAM MINE	7	
	0.3		

Westward—Hooper Branch—Eastward			
Miles from Roy	Sub-Division 7-M STATIONS TIME-TABLE No. 97 June 6, 1926	Miles from Cox	Car Capacity Passing Tracks
5.0	COX		20
4.0	1.0 HOOPER	1.0	20
1.9	2.1 KINGSVILLE JOT.	3.1	
1.1	0.8 BARTON	3.9	32
	1.1 D ROY	5.0	81
	5.0		

# SPECIAL TIME-TABLE RULES

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH.

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

#### 1-A. 515 is superior to 516 on Sub-Division 7-B.

2. All trains must receive a clearance card before departing from Salt Lake City and Garfield.

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

2-B. Train arriving Welby as 210 will assume schedule of 210 Welby to Garfield Smelter. Train arriving Welby as 211 will assume schedule of 211 Welby to Midvale. Trains 210 and 211 will leave Welby without clearance.

#### 3. Train Register books are located at:

Ogden Freight Station.  
Salt Lake City Dispatcher's Office.  
Salt Lake City Yard Office. (Freight Trains only).  
Park City.  
Midvale.  
Bingham.  
Garfield.  
Provo.  
Heber.  
Silver City.  
Springville. (Branch trains only).  
Thistle.  
Soldier Summit.  
Manti.  
Ephraim.  
Nephi.  
Marysville.

Register stations are shown in body of the Time-Table in FULL FACED type.

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

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

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

#### 4. YARD LIMIT STATIONS:

Soldier Summit, Gilluly, Narrows, Thistle, Springville, Provo, Midvale, Mur-ray, Roper, Salt Lake City, North Salt Lake, Layton, Roy, Ogden.

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

Nephi.  
Spanish Fork, Payson, Harold, Goshen, Knightville, Eureka, Silver City.  
Heber.  
Welby, Lead Mine to Bingham.  
Ritter to Garfield Smelter.  
Artwell, Cuprum.  
Park City.

4-A. When trains 102, 192, 101 and 191 become fifteen minutes late between Roper and Salt Lake City they will protect against all trains.

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

4-C. Trains and light engines moving from Garfield Smelter to Garfield, Sub-Division 7-H must flag around curves.

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

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

6. 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.

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 over-heating, until train has passed the yard limit board at Thistle, and then only by beginning on the rear end of train.

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

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

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

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

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

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.

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

#### 6-B. ON SUB-DIVISION 7-D.

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

All retainers must be used Knightville to Eureka and Knightville to Goshen. Westward freight trains must stop just east of Loop Bridge to cool wheels and inspect train.

Trains of loads from Goshen Valley R. R. will stop 10 minutes at Pearl to cool wheels and for inspection.

#### 6-C. ON SUB-DIVISION 7-G.

Trains will use all retainers Bingham to Welby.

#### 6-D. ON SUB-DIVISION 7-L.

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

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

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

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

Sub-Division	M. P. Location	Crossing	Remarks	Operated By
7	705.7	L. A. & S. L.		
7	744.2	O. S. L.	Passenger Main Tracks	
7	745.5	W. P.		
7	745.6	S. L. G. & W. and O. S. L.	Frt. Main Tracks	
7	771.2	O. S. L.		
7	781.3	S. P.		
7	781.7	O. S. L.	Gate	Trainmen
7-D	42.0	L. A. & S. L.		
7-D	43.4	E. H. R. R.		
7-E	0.1	S. L. & U.		
7-E	0.6	S. L. & U.		
7-F	1.3	O. S. L.	D. & R. G. W.	Flag across
7-G	2.0	S. L. & U.		
7-L	0.7	O. S. L.		

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

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

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

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

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

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

7-B. At the crossing at Sandy, Sub-Division 7-F, D. & R. G. W. trains will cross over the Oregon Short Line main track under protection of flag. Oregon Short Line trains will not be required to come to full stop.

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

8-A. Except as provided above, freight trains will not carry passengers.

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

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

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

Sub-Division	Mile	Name	
7	660.6	Wagon Bridge	23 feet 8 inches
7	689.5	Wagon Bridge	23 feet 0 inch
7	692.4	Wagon Bridge (Eastward Track)	24 feet 0 inch
7	702.8	Bridge 702-A	23 feet 6 inches
7	743.0	S. L. & U. Bridge	22 feet 0 inch
7	769.6	Wagon Bridge	22 feet 0 inch
7	772.6	Wagon Bridge	23 feet 0 inch
7	780.6	Bridge 780-A	23 feet 6 inches
7-A	122.5	Tunnel No. 5	18 feet 9 inches
7-D	30.2	Tunnel No. 1	19 feet 8 inches
7-D	34.6	Tunnel No. 2	20 feet 3 inches
7-G	0.5	U. S. Smelter Bridge	18 feet 3 inches
7-G	0.6	U. S. Smelter Flume	16 feet 6 inches
7-G	0.6	U. S. Smelter Bridge	21 feet 4 inches
7-G	11.6	Low Grade Line Bridge	22 feet 6 inches
7-L	18.7	Altus Tunnel No. 6	18 feet 0 inch

# 11. The following signs indicate:

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

12. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, engineers and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding fifty (50) miles per hour be made with passenger trains, or a speed exceeding thirty (30) miles per hour be made with freight trains on the main line and thirty-five (35) miles per hour with passenger and twenty (20) miles per hour with freight trains on branch lines.

The specific restrictions shown below cover certain territories where conditions such as curves, grades, etc. make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with:

## TERRITORY

	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
<b>Sub-Division 7:</b>		
Soldier Summit to Detour	25	12
Detour to Rio	30	15
Rio to Thistle	35	20
Thistle to Soldier Summit	25	25
S. L. & U. (Orem) Crossing, Westward	8	8
Between Mesa and Olivers	40	25
Double Track Switch, Midvale	10	10
Salt Lake City, between South Temple and 5th South	5	5
Ogden Union Depot Yard	5	5
<b>Sub-Division 7-A:</b>		
Between Thistle and Milburn	30	20
Between Milburn and Manti	35	20
Between Manti and Sevier	30	20
Between Sevier and Marysvale	25	20
<b>Sub-Division 7-B:</b>		
Between Ephraim and Cedar Cliffs	12	12
Between Cedar Cliffs and Nebo Jct.	20	20
Between Nebo Jct. and Nephi	15	15
<b>Sub-Division 7-D:</b>		
Between Silver City and Pearl	20	12
Between Pearl and Springville	30	20
Goshen Valley Railroad	12	12
Bridges 29-A, 32-A	6	6
<b>Sub-Division 7-E:</b>		
Midvale to Sand Pit	15	15
Sand Pit to Wasatch	8	8
<b>Sub-Division 7-G:</b>		
Sub-Division 7-H:	20	12
Sub-Division 7-I:	30	20
Sub-Division 7-J:	20	12
Sub-Division 7-L:	20	12
Bridges 14-A and 14-B	8	8
<b>Sub-Division 7-M:</b>		
All Sub-Divisions, except where Sub-Division re-		
strictions in certain territory require lower speed:		
In or out of turn outs and over switches	15	15
Approaching and thru interlockers	25	20
Over Railroad crossings not interlocked	25	20
Mallet Engines	25	25
Engines backing up	15	15
Trains hauling dead engines with side rods up	20	20
Dead engines with side rods all down	15	15
With one pair wheels swinging	10	10
Steam Derricks	25	25

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

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

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

## 12-A. City ordinance speed limits as follows:

STATION	Miles per Hour
Springville	8
Provo	8
American Fork	20
Lehi	12
Midvale	12
Murray	25, crossings 10 miles per hour
Mt. Pleasant	12

## 13. Company surgeons are located as follows:

Name	Location
J. F. Roe, Chief Surgeon	Denver.
F. S. Bascom, Asst. Chief Surgeon	Salt Lake City.
W. E. Wright	Soldier Summit.
John R. Anderson	Springville.
Aird and Robison	Provo.
J. F. Noyes	American Fork.
F. D. Worlton	Lehi.
Hosmer and Alley	Midvale.
F. R. Slopansky, Oculist and Aurist	Salt Lake City.

## NAME

## Location

M. C. Lindem	Salt Lake City.
W. Benjamin	Salt Lake City.
R. S. Allison	Salt Lake City.
F. D. Spencer	Salt Lake City.
J. R. Morrell	Ogden.
L. R. Pugmire, Oculist and Aurist	Ogden.
L. C. Snow	Park City.
W. R. Wherrit	Heber.
L. D. Stewart	Payson.
E. J. Howell	Bureau.
Steele Bailey, Jr.	Mammoth.
S. B. Rigby	Fairview.
P. L. Holman	Mt. Pleasant.
A. J. Nielson	Ephraim.
George L. Sears	Manti.
F. H. Beckstead	Nephi.
C. L. Merrill	Safina.
J. J. Steiner	Richfield.
R. G. Frazier	Bingham.
Clifford Ashby	Garfield.

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

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

13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.—Personal injuries, when train is not wrecked, by message to Superintendent, who will promptly advise Claim Department. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922 or 3407, as appropriate).
- Names of Passengers (Form 4009).
- Names of Witnesses (Form 4000).
- Ejectment (Form 3926).
- Inspection (Form 4012).
- Fire Report (Form 4119).
- Stock Report (Enginemen, Form 3511).
- Stock Report (Sectionmen, Form 4117).

13-C. SURGICAL ATTENTION.—(Passengers and Employees): Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and if seriously injured calling the nearest competent surgeon to be had, until the Company's surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

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

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

14. No. 2 will stop at Springville to discharge through passengers from points West of Salt Lake City and to pick up passengers for Grand Junction and East.

14-A. No. 3 will stop at American Fork, Lehi and Riverton to discharge passengers from points East of Soldier Summit and stops at Clearfield on flag.

14-B. No. 4 will stop at Clearfield on flag and stops at Murray, Midvale, Lehi, American Fork, Sutro and Castilla to pick up pay passengers for East of Thistle.

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

14-D. No. 511 will stop on signal at Diamond and Lakeview.

14-E. No. 512 will stop on signal at Lakeview, at Spanish Fork Road Crossing 300 yards East of Mile 639 and at Diamond.

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

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

14-H. Nos. 307 and 308 will stop at Giles, Deer Creek, McEwuen, Wildwood, Falls, Heist and at Booth, on signal and handle freight cars on Mondays, Wednesdays and Fridays only unless otherwise instructed by Chief Dispatcher.

14-I. Nos. 101 and 102 will stop on signal at Pharaoh's Glen, Kalbaugh, Old Arm Chair Bridge and Roach's.

15. Double track switches at Midvale and Provo will be kept lined for Eastward track.

# 15 A. LOCATION OF CROSSOVERS ON DOUBLE TRACK.

Miles from Denver	Points.		
651.6	Trailing.	630.9	Facing.
651.8	Facing.	631.0	Trailing.
654.3	Trailing.	631.7	Trailing.
655.2	Facing.	631.7	Facing.
656.5	Facing.	634.1	Facing.
658.1	Trailing.	635.0	Trailing.
660.2	Facing.	638.6	Trailing.
660.2	Trailing.	635.7	Trailing.
661.5	Facing.	636.7	Facing.
661.8	Trailing.	636.0	Trailing.
665.6	Trailing.	639.2	Facing.
666.0	Facing.	700.4	Trailing.
669.2	Facing.	735.0	Trailing.
670.7	Trailing.	735.2	Facing.
672.1	Facing.	735.9	Trailing.
673.0	Trailing.	737.2	Trailing.
675.0	Facing.	737.3	Trailing.
676.4	Facing.	738.9	Trailing.
677.1	Trailing.	741.2	Facing.
680.1	Facing.	742.6	Trailing.
680.6	Facing.	743.6	Facing.

16. Water Tank at Lehi Sugar Works.

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

Thistle	Sub-Division 7-A
Ephraim	Sub-Division 7-B
Springville	Sub-Division 7-D
Provo	Sub-Division 7-E
Midvale	Sub-Division 7-F
Midvale	Sub-Division 7-G
Welby	Sub-Division 7-H
Loline Jct.	Sub-Division 7-I
Dalton	Sub-Division 7-J
Bingham	Sub-Division 7-K
Roper	Sub-Division 7-L
Roy	Sub-Division 7-M

## Tracks Not Shown as Stations in Time-Table

NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection	NAME	Mile	Car Capacity	Switch Connection
<b>SUB-DIVISION 7</b>				Hooper Sugar Works	3.5	99	West	Lant	23.1	8	West
Evona	779.9	30	East	Hooper Canning Works	3.6	21	West	Iron Spur	26.3	20	E. & W.
Ogden Sugar Works	779.5	146	East	<b>SUB-DIVISION 7-G</b>				Jonnelly	35.9	3	West
Taylor	777.6	12	E. & W.	U. S. Smelter	0.5	Yard	West	Homansville	36.3	8	West
Star Canning Works	774.3	20	East	<b>SUB-DIVISION 7-B</b>				Saddle	36.7	13	E. & W.
Clifford	773.6	20	E. & W.	Bagnall	6.9	6	West	Eagle and Blue Bell Mine	36.6	14	West
Clearfield	772.0	12	East	Phoenix	21.1	2	West	Gemini Mine	38.9	50	West
Smith's Siding	770.7	20 2 Spurs	E. & W.	<b>SUB-DIVISION 7-I</b>				Chief Con. Mine	39.1	60	West
Ellison	769.2	8	East	Congor Mine Spur	6.7	5	West	Tintic Mill	43.1	Yard	West
Layton Sugar Works	768.0	150	West	<b>SUB-DIVISION 7-L</b>				Godiva (Eagle and Blue Bell Spur)	1.0	30	East
Flint	766.0	9	East	Bamberger Coal Co. No. 3 or Temple	1.0	39	West	<b>SUB-DIVISION 7-A</b>			
Haight	762.1	3	West	Forest Dale	2.0	12	West	Asphaltum	2.0	8	West
Copper Plant (Disconnected)	747.8	140	East	Eastern and Western Lumber Co.	2.0	31	East	Birdseye Marble	4.6	2	West
Dunford, Westward Track	740.6	10	East	Wilford	2.6	55	West	Manning	37.1	10	East
Oxide, Eastward Track (Disconnected)	739.1	23	West	Penitentiary	3.3	1	East	Seely	39.3	10	East
Fire Clay, Westward Track	739.0	27	East	Mountain Dell	11.5	3	West	Neilsen	43.4	8	East
Gaddie	732.7	11	East	Metropolitan Quarry	29.9	12	West	Spearmint	76.1	70	West
Lampton	730.7	20	East	Mackintosh Sampler	31.6	Yard	West	Grove	75.8	15	West
Lehi Sugar Works	715.7	115	E. & W.	Ontario Mine Spur	33.9	13	East	Harding	88.6	8	West
Wing	712.4	13	West	<b>SUB-DIVISION 7-E</b>				Edith	88.9	8	East
Love	708.3	8	West	Knight Coal Co.	0.7	9	West	Ivie	90.2	13	West
Knudsen	702.4	12	East	Provo Ice and Storage Co.	1.7	5	West	Kane	93.6	9	East
Grundy	699.8	8	West	Provo Pressed Brick Works	2.1	15	West	Fairmont	94.7	7	West
Ironton { Republic Creosoting Co. } { Columbia Steel Co. }	699.0	Yard	E. & W.	Booth Spur	3.6	13	West	Jumbo Mill	97.6	30	West
				<b>SUB-DIVISION 7-D</b>				Cowley	98.8	8	West
Law	692.1	12	West	Springville-Mapleton Sugar Factory	1.6	85	West	Kema	100.0	8	West
Diamond	683.1	5	West	Snell	3.1	12	East	Pratt	101.7	13	West
<b>SUB-DIVISION 7-M</b>				Spanish Fork Sugar Factory	5.1	93	E. & W.	Hansen	102.8	12	East
Kingsville	1.7	35	West	Lewis	7.3	8	West	Soto	102.9	8	West
Farnsworth (Interstate Sugar Co. Track)	1.6	22	West	Townsend Quarry	16.6	56	West	Poulson	105.2	7	East
Farnsworth (West Point Canning Co.)	1.6	12	West					Jensen	107.3	14	East
								State Gravel Spur	129.4	13	West

## OPEN HOURS OF TELEGRAPH OFFICES

	Week-Day Hours	Sunday and Holiday Hours		Week-Day Hours	Sunday and Holiday Hours		Week-Day Hours	Sunday and Holiday Hours
Gilluly	Continuous	Continuous	Ogden	Continuous	Continuous	Moroni	8:30 a. m. to 5:30 p. m.	Closed
Thistle	Continuous	Continuous	Fairview	9:00 a. m. to 6:00 p. m.	11:20 a. m. to 1:20 p. m.	Spanish Fork	9:00 a. m. to 6:00 p. m.	8:30 a. m. to 10:30 a. m. 5:20 p. m. to 7:20 p. m.
Springville	7:45 a. m. to 5:45 p. m.	8:45 a. m. to 5:45 p. m.	Mt. Pleasant	8:30 a. m. to 5:30 p. m.	11:30 a. m. to 1:30 p. m.	Payson	8:30 a. m. to 6:30 p. m.	8:15 a. m. to 10:15 a. m. 5:40 p. m. to 7:40 p. m.
Provo	Continuous	Continuous	Spring City	9:00 a. m. to 6:00 p. m.	11:45 a. m. to 1:45 p. m.	Goshen	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 10:00 a. m.
American Fork	3:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Ephraim	7:45 a. m. to 4:45 p. m.	11:40 a. m. to 1:40 p. m.	Eureka	7:00 a. m. to 5:00 p. m.	7:00 a. m. to 9:00 a. m.
Lehi	Continuous	Continuous	Manti	7:30 a. m. to 4:30 p. m.	11:15 a. m. to 1:15 p. m.	Silver City	6:30 a. m. to 4:30 p. m.	6:30 a. m. to 8:30 a. m.
Riverton	3:30 a. m. to 5:30 p. m.	8:30 a. m. to 5:30 p. m.	Gunnison	9:00 a. m. to 6:00 p. m.	10:45 a. m. to 1:45 p. m.	Heber	7:45 a. m. to 4:45 p. m.	11:20 a. m. to 1:20 p. m.
Midvale	Continuous	Continuous	Salina	9:00 a. m. to 6:00 p. m.	10:15 a. m. to 2:15 p. m.	Bingham	8:00 a. m. to 5:00 p. m.	Closed
Murray	3:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.	Sigurd	9:00 a. m. to 6:00 p. m.	10:00 a. m. to 2:45 p. m.	Garfield	7:00 a. m. to 4:00 p. m.	Closed
Salt Lake City	Continuous	Continuous	Richfield	8:30 a. m. to 5:30 p. m.	9:20 a. m. to 11:20 a. m. 2:20 p. m. to 4:20 p. m.	Sugar House	7:30 a. m. to 4:30 p. m.	8:30 a. m. to 10:30 a. m.
North Salt Lake	7:00 a. m. to 4:00 p. m.	Closed	Elsinore	8:00 a. m. to 5:00 p. m.	9:10 a. m. to 11:10 a. m. 2:30 p. m. to 4:30 p. m.	Park City	8:00 a. m. to 5:00 p. m.	10:25 a. m. to 12:25 p. m.
Layton	3:00 a. m. to 5:00 p. m.	Closed	Marysville	6:45 a. m. to 3:45 p. m.	8:10 a. m. to 10:10 a. m.			
Roy	3:00 a. m. to 5:00 p. m.	Closed						

## Adjusted Tonnage Ratings

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

All ratings are shown in M lbs., or thousands of pounds; two M lbs. equals one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs., multiply by two.

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

Note: Ratings are temporarily shown in tons and Ms to facilitate understanding of new arrangement.

FROM	TO	Class of Engine L-95 No. of Engines 3400-3415		Class of Engine L-62 No. of Engines 3300-3307		Class of Engine C-48 No. of Engines 1131-1199		Class of Engine C-38-C-39-C-41 No. of Engines 900-903-915 925-1000-1029		Class of Engine T-29-T-31 No. of Engines 760-793		Class of Engine G-28 No. of Engines 590-597		Class of Engine C-26-C-28 No. of Engines 600-691		Adjustment Factor	
		Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms
Sugar House.....	Altus.....			390	780	320	640	275	550					175	350	1	2
Gogorza.....	Altus.....			710	1420	590	1180	495	990					315	630	2	4
Midvale.....	Welby.....	1385	2770	930	1860	680	1360							350	700	2	4
Welby.....	Dalton.....													300	600	2	4
Dalton.....	Bingham.....													160	320	1	2
Welby.....	Midvale.....	2220	4440	1480	2960	1100	2200							610	1220	4	8
Garfield.....	Welby.....	3560	7120	2430	4860	1790	3580							930	1860	5	10
Provo.....	Heber.....					750	1500	620	1240					400	800	3	6
Springville.....	Santaquin.....			1950	3900	1500	3000							770	1540	5	10
Goshen.....	Santaquin.....			1950	3900	1500	3000							770	1540	5	10
Goshen.....	Knightville.....			625	1250	450	900							260	520	2	4
Silver City.....	Knightville.....			800	1600	580	1160							330	660	2	4
Thistle.....	Hilltop.....			1250	2500	1040	2080	860	1720	620	1240	620	1240	550	1100	4	8
Salina.....	Hilltop.....					1570	3140	1470	2940	930	1860	910	1820	790	1580	5	10

FROM	TO	Class of Engine L-107 No. of Engines 3500-3509		Class of Engine L-95 No. of Engines 3413		Class of Engine L-95 No. of Engines 3400-3415 except 3413		Class of Engine F-81 No. of Engines 1400-1409		Class of Engine M-78 No. of Engines 1511-1520		Class of Engine M-67 No. of Engines 1501-1510 1521-1530		Class of Engine L-62 No. of Engines 3300-3307		Class of Engine K-55 No. of Engines 1200-1213		Class of Engine C-48 No. of Engines 1131-1199 Superheated		Class of Engine C-44 No. of Engines 1131-1199 Saturated		Class of Engine T-29-T-31 No. of Engines 760-793		Class of Engine C-26-C-28 No. of Engines 600-691		Adjustment Factor	
		Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms
Salt Lake.....	Thistle.....	4770	9540	4130	8260	3920	7840	3750	7500	3200	6400	2980	5960	3200	6400	2260	4520	2080	4160	2000	4000	1280	2560			6	12
Thistle.....	Soldier Summit.....	1860	3720	1740	3480	1460	2920	1500	3000	1200	2400	1200	2400	1080	2160	940	1880	780	1560	780	1560					3	6
Provo.....	Salt Lake.....	6580	13160	5720	11440	5720	11440	6000	12000	5100	10200	4700	9400	3750	7500	3600	7200	3250	6500	3250	6500	2000	4000	1700	3400	8	16
Salt Lake.....	Ogden.....																	2750	5500	2580	5160	1700	3400	1290	2580	8	16
Ogden.....	Salt Lake.....																	2750	5500	2580	5160	1700	3400	1290	2580	8	16

### 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 fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns.

#### MOVEMENT OVER RAILROAD CROSSINGS.

Section 447. All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding four hundred feet from the crossing, and must not proceed until the

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

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

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

#### EMPLOYES TO WEAR OFFICIAL BADGES.

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

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

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

W. R. McPHERSON,

Trainmaster, Sub-Divisions 7-F, 7-G, 7-H,  
7-J, 7-L, 7-M, Sub-Division 7, Ogden to  
Provo, and Salt Lake Terminal,  
Salt Lake City.

B. H. DECKER,

Trainmaster, Sub-Divisions 7-A, 7-B, 7-D,  
7-E, and Sub-Division 7, Provo and East,  
Provo.

M. J. McGURL,

Road Foreman of Equipment,  
Salt Lake City.

WALTER ALLEN,

Chief Dispatcher.

C. J. GRAFF,

Second Chief Dispatcher.