



INSERT
CACHE VALLEY BR.
and vicinity

UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE

No. 35

Effective Sunday

October 9, 1960

at 12:01 A.M. MOUNTAIN TIME

Safety Always

Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM General Manager
H. E. SHUMWAY General Superintendent Transportation
C. C. LARKIN, Superintendent,
Salt Lake City, Utah

W. J. FOX, Ass't Superintendent.....Salt Lake City, Utah
A. E. STRAND, Terminal Superintendent
Salt Lake City, Utah
N. D. NELSON, Trainmaster.....Salt Lake City, Utah
W. R. DAVIS, Trainmaster.....Milford, Utah
F. D. ACORD, Master Mechanic.....Salt Lake City, Utah
H. A. WILLIAMS, Terminal Road Foreman
of EnginesSalt Lake City, Utah
J. B. ROBERTS, Road Foreman of Engines
Salt Lake City, Utah
C. F. BAILEY, Road Foreman of Engines
Salt Lake City, Utah
W. A. EARDENSOHN, Road Foreman of Engines
Milford, Utah
M. W. GUSTIN, Division Engineer....Salt Lake City, Utah
M. E. BYRNE, General Roadmaster..Salt Lake City, Utah
C. E. LUCAS, Superintendent of Safety and
CourtesySalt Lake City, Utah
G. R. TROUTMAN, Ass't Superintendent of Safety
and CourtesyLos Angeles, California

**First, Second and Third Subdivisions and Branches
McCammon to Caliente**

R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah
C. E. WEICHERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
C. W. CARTER, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
T. P. ROGERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. K. GROUSSMAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
B. F. HYDE, Ass't Chief Train Dispatcher
Salt Lake City, Utah

**Third Subdivision and Branches
Caliente to Las Vegas**

R. A. FORBES, Chief Train Dispatcher.....Las Vegas, Nev.
R. L. GUNDY, Ass't Chief Train Dispatcher
Las Vegas, Nev.
G. J. WILDE, Ass't Chief Train Dispatcher
Las Vegas, Nev.
J. T. HOLYOAK, Ass't Chief Train Dispatcher
Las Vegas, Nev.

**UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION
PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE
L. J. Taufer.....	District Surgeon.....	Salt Lake City.
R. R. Merrell.....	District Surgeon.....	Pocatello.
D. L. Gamette.....	District Surgeon.....	Los Angeles.
K. E. Noyes.....	Surgeon.....	American Fork.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clark.....	Physician.....	Bountiful.
O. F. Smith.....	Surgeon.....	Brigham City.
G. C. Dils.....	Surgeon.....	Caliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
M. E. Bird.....	Surgeon.....	Delta.
M. A. Lyman.....	Surgeon.....	Delta.
L. G. Burkett.....	Surgeon.....	Downey.
H. S. Jensen.....	Surgeon.....	Farmington.
V. R. Kelly.....	Surgeon.....	Kaysville.
J. B. Demman.....	Surgeon.....	Las Vegas.
J. J. Hamill.....	Surgeon.....	Las Vegas.
D. J. Romeo.....	Surgeon.....	Las Vegas.
N. Z. Tanner.....	Surgeon.....	Layton.
Robt. Skabelund.....	Surgeon.....	Lewiston.
R. N. Barlow.....	Surgeon.....	Logan.
S. M. Budge.....	Surgeon.....	Logan.
O. W. Budge.....	Surgeon.....	Logan.
J. Clare Hayward.....	Surgeon.....	Logan.
R. O. Porter.....	Oculist & Aurist.....	Logan.
E. G. Whitaker.....	Physician.....	Magna.
O. H. Mabey.....	Surgeon.....	Malad.
J. S. Alley.....	Surgeon.....	Midvale.
E. N. Davie.....	Surgeon.....	Milford.
D. A. Symond.....	Surgeon.....	Milford.
John M. Ball.....	Surgeon.....	Murray.
F. H. Beckstead.....	Surgeon.....	Nephi.
J. G. Steele.....	Surgeon.....	Nephi.
K. A. Stratford.....	Division Surgeon.....	Ogden.
Harold V. DeMars.....	Ear, Nose & Throat.....	Ogden.
Leo W. Benson.....	Surgeon.....	Ogden.
K. F. Farr.....	Physician.....	Ogden.
R. E. Nilson.....	Surgeon.....	Ogden.
G. F. Kearns.....	Surgeon.....	Ogden.
C. S. Peeny.....	Physician.....	Ogden.
R. W. Pugmire.....	Oculist.....	Ogden.
Max Stewart.....	Surgeon.....	Payson.
R. R. Merrell.....	District Surgeon.....	Pocatello.
R. K. Gorton.....	Asst. to District Surgeon.....	Pocatello.
R. G. Crandall.....	Physician.....	Pocatello.
Clark T. Parker.....	Surgeon.....	Pocatello.
H. J. Hartvigsen.....	Physician.....	Pocatello.
W. W. Mumford.....	Surgeon.....	Pocatello.
J. E. Comstock.....	Physician.....	Pocatello.
R. J. Emerson.....	Surgeon.....	Pocatello.
R. D. Benedict.....	Surgeon.....	Pocatello.
C. H. Sprague.....	Surgeon.....	Pocatello.
E. V. Simison.....	Oculist & Aurist.....	Pocatello.
L. N. Diana.....	Eye Specialist.....	Pocatello.
Harry D. McGee.....	Ear, Nose & Throat.....	Pocatello.
Calvin Buhler.....	Surgeon.....	Pocatello.
L. R. Hawkes.....	Surgeon.....	Preston.
Eldon D. Clark.....	Oculist & Aurist.....	Provo.
J. J. Weight.....	Surgeon.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
W. G. Noble.....	Surgeon.....	Richmond.
L. J. Taufer.....	District Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurist.....	Salt Lake City.
Alan S. Crandall.....	Oculist.....	Salt Lake City.
R. D. Matheson.....	Surgeon.....	Salt Lake City.
B. J. Fairbanks.....	Oculist & Aurist.....	Salt Lake City.
H. L. Pearse.....	Surgeon.....	Salt Lake City.
S. C. Sharp.....	Surgeon.....	Salt Lake City.
Rulon E. Smith.....	Surgeon.....	Salt Lake City.
F. J. Winget.....	Surgeon.....	Salt Lake City.
E. J. Lambert.....	Surgeon.....	Salt Lake City.
C. C. Hofheins.....	Shops Surgeon.....	Salt Lake City.
E. C. Budge.....	Surgeon.....	Smithfield.
Robert S. Budge.....	Surgeon.....	Smithfield.
G. B. Orton.....	Surgeon.....	Springville.
T. M. Aldous.....	Surgeon.....	Tooele.
G. C. Ficklin.....	Surgeon.....	Tremonton.

MILEAGE

Main Line	762.6
Branches	266.8
Grand Total	1029.4

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from Ogden	Time-Table No. 35 October 9, 1960			Mile Post	FIRST CLASS			
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily		STATIONS				10 Passenger	104 Streamliner Passenger	6 Passenger	
	8.00	7.15	8.05	0.0	MT	OGDEN	MT	0.0	A 8.45	A 9.10	A 7.20
	8.50	8.00	8.55	36.3		SALT LAKE CITY		36.3	7.50	8.25	6.30
	9.15	8.10	9.35					784.0	7.25	8.15	6.00
	11.15	10.00	12.16	154.4		LYNNDYL		665.9	5.15	6.00	3.13
	12.50	11.15	2.20	243.5		MILFORD		576.8	3.55	4.48	1.45
			3.05	278.9		LUND		541.4			1.00
	3.20	1.16	5.20	360.8		CALIENTE		459.5	1.27	2.39	11.00
	6.05	3.55	8.10	486.1	MT	LAS VEGAS	MT	334.2	10.45	12.05	8.10
	5.15	3.05	7.40		PT		PT		9.30	10.55	6.50
	8.20	6.05	11.35	657.1		VERMO		163.2	6.15	8.00	3.00
	8.43	6.23	12.05	670.5		BARSTOW		150.1	5.55	7.41	2.30
	10.50	8.25	2.20	751.3		SAN BERNARDINO		67.3	3.45	5.45	12.25
	11.00	8.34	2.30	754.8		COLTON		64.5	3.32	5.32	12.05
	11.23	8.48	2.50	761.8		RIVERSIDE		57.5	3.20	5.20	11.50
			3.35	781.5		ONTARIO		37.8			11.20
	12.03	9.20	3.50	787.3		POMONA		32.0	2.50	4.50	11.07
	12.40	9.55	4.30	813.6		EAST LOS ANGELES		5.7	2.20	4.20	10.35
	A 1.00	A 10.15	A 5.00	821.0	PT	LOS ANGELES	PT	0.0	2.00	4.00	10.15
						(821.0)			Daily	Daily	Daily
	(18.00)	(16.00)	(21.55)			Thru Time		(17.45)	(16.10)	(20.05)	
	45.6	51.3	37.5			Average speed per hour		46.2	50.8	40.9	

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 35 October 9, 1960			Mile Post	FIRST CLASS		
	35 Passenger Daily			STATIONS				36 Passenger		
			0.0			SALT LAKE CITY	36.3	A 7.30		
	7.30		36.3			OGDEN	0.0	6.30		
	8.20							6.00		
	8.55		57.4			BRIGHAM CITY	21.1	5.30		
	9.25		85.1			CACHE JCT.	48.8	4.45		
	10.10		147.5			MCCAMMON	111.2	3.30		
	11.25		170.2			POCATELLO	213.9	3.00		
	A 11.55					(170.2)		Daily		
	(4.25)					Thru Time		(4.30)		
	38.5					Average speed per hour		37.8		

Light figures indicate A.M.
Heavy figures indicate P.M.

WESTWARD

FIRST SUBDIVISION

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS			FIRST CLASS				Distance from Salt Lake City	Time-Table No. 35 October 9, 1960
	277	279	311	35	6	104	10		
	Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger		
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		STATIONS
P				7.30PM	6.30PM	8.25AM	7.50AM	0.0	DN-R SALT LAKE CITY YL DS SA
DOPT WYZ	9.00PM	7.05PM						1.0	SALT LAKE CITY YL SA
PX	9.10	7.15		7.38	6.38	8.33	7.58	5.2	DN-R NORTH YARD YL C
PX				7.41	6.41	8.36	8.01	8.2	NORTH SALT LAKE
WS 73 PX	9.25	7.27		7.47	6.47		8.07	15.0	D WOODS CROSS WC
CS 131 P	9.32	7.33		7.51	6.51	8.45	8.11	19.6	FARMINGTON
	9.36	7.36		7.53	6.53		8.13	21.8	KAYSVILLE
WS 54 PX ES 115	9.43	7.43		7.57	6.57		8.17	26.5	D LAYTON NY
ES 38 PX	9.50	7.48		8.01	7.01	8.54	8.21	30.2	DN CLEARFIELD CF
P	9.59	7.55		8.06	7.06	8.58	8.26	35.3	ROY
CDFOPT WYZ	10.10	8.05	6.05 ³⁶ AM	8.20	7.20PM	9.10AM	8.45AM	36.3	BRIDGE JCT. YL
	11.15	9.00 ³⁵		8.55 ²⁷⁹					OGDEN YL
								37.0	D. & R. G. W. CROSSING YL
119 P	11.25	9.10	6.15	9.04				37.9	S. P. JCT. YL
120 P	11.37	9.20	f 6.26	9.11				45.1	HOT SPRINGS
121 P	11.45	9.27	f 6.34	9.16				50.3	WILLARD
WS 115 ES 66 PY	11.55PM	9.38	^ 6.50AM	s 9.25				57.4	DN BRIGHAM CITY YL BM
121 P	12.10AM	9.50		9.36				66.7	HONEYVILLE
123 P	12.20	9.56		9.41				72.2	DEWEY
122 P	12.40	10.07		9.51				80.9	WHEELON
WS 107 DP ES 65 WYZ	1.30	10.22		s 10.10				85.1	DN CACHE JCT. YL CJ
124 P	1.57 ²⁸⁰	10.33		10.20				93.2	TRENTON
P				10.23				96.9	CORNISH
122 P	2.20	10.43		10.28				101.4	WESTON
122 P	2.35	10.53		f 10.37				107.3	D DAYTON CN
P				10.41				111.5	CLIFTON
127 P	2.44	11.02		10.44				114.6	COULAM
122 P	2.53	11.10		10.50				121.0	SWAN LAKE
122 P	3.10	11.25		s 11.04				131.3	DN DOWNEY DO
P				11.11				136.3	VIRGINIA
123 P	3.38 ³⁶	11.36		11.16				141.0	D ARIMO A
125 127 IPY	A 3.50AM	A 11.50PM		As 11.25PM				147.5	DN-R McCAMMON YL MC
									(147.5)
	(6.50)	(4.45)	(0.45)	(3.55)	(0.50)	(0.45)	(0.55)		Thru Time
	21.6	31.1	28.1	37.7	43.6	48.4	39.6		Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 35 October 9, 1960	Mile Post	FIRST CLASS				SECOND CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103	9	280	312	278	
		Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special	
STATIONS									
DN-R SALT LAKE CITY YL DS SA	36.3	A 7.30AM	A 8.55AM	A 8.00PM	A 8.50PM				P
DN-R NORTH YARD YL C	35.3					A 5.30AM		A 6.20PM	DOPT WYZ
NORTH SALT LAKE	31.1	7.07	8.42	7.49	8.37	5.15		6.05	PX
D WOODS CROSS WC	28.1	7.04	8.39	7.46	8.34	5.08		6.00	PX
FARMINGTON	21.3	6.58	8.33		8.28	4.59		5.51	WS 73 PX
KAYSVILLE	16.7	6.54	8.29		8.24	4.52		5.45	CS 131 P
D LAYTON NY	14.5	6.52	8.27	7.34	8.22	4.48		5.42	
DN CLEARFIELD CF	9.8	6.47	8.22		8.17	4.42		5.35	WS 54 ES 115 PX
ROY	6.1	6.42	8.17	7.27	8.12	4.35		5.28	ES 38 PX
BRIDGE JCT. YL	1.0	6.37	8.12	7.22	8.07	4.25		5.20	P
DN-R OGDEN YL OG YD RD	0.0	6.30	8.05AM	7.15PM	8.00PM	4.20	A 2.15PM	5.15	CDFOPT WYZ
		6.00 ³¹¹				3.50		5.01	
D. & R. G. W. CROSSING YL	0.7								
S. P. JCT. YL	1.6	5.50				3.40	2.01	4.50	119 P
HOT SPRINGS	8.8	5.43				3.27	f 1.50	4.40	120 P
WILLARD	14.0	5.38				3.20	f 1.42	4.33	121 P
DN BRIGHAM CITY YL BM	21.1	s 5.30				3.10	1.30PM	4.23	WS 115 ES 66 PY
HONEYVILLE	30.4	5.14				2.55		4.08	121 P
DEWEY	35.9	5.09				2.47		4.01	123 P
WHEELON	44.6	4.59				2.35		3.50	122 P
DN CACHE JCT. YL CJ	48.8	s 4.45				2.15		3.35	WS 107 DP ES 65 WYZ
TRENTON	56.9	4.27				1.57 ²⁷⁷		3.22	124 P
CORNISH	60.6	4.24							P
WESTON	65.1	4.20				1.47		3.11	122 P
D DAYTON CN	71.0	f 4.14				1.38		3.01	122 P
CLIFTON	75.2	4.10							P
COULAM	78.3	4.07				1.28		2.50	127 P
SWAN LAKE	84.7	4.01				1.18		2.40	122 P
DN DOWNEY DO	95.0	s 3.50				1.05		2.25	122 P
VIRGINIA	100.0	3.43							P
D ARIMO A	104.7	3.38 ²⁷⁷				12.52		2.12	125 127 IPY
DN-R McCAMMON YL MC	111.2	s 3.30AM				12.40AM		2.00PM	
	(147.5)	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
Thru Time	(4.00)	(0.50)	(0.45)	(0.50)	(4.50)	(0.45)	(4.20)		
Average speed per hour	36.9	43.6	48.4	43.6	30.5	28.1	34.0		

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 11.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD

SECOND SUBDIVISION

EASTWARD

WESTWARD

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 35
October 9, 1960

FIRST CLASS

Time-Table No. 35
October 9, 1960

FIRST CLASS

WESTWARD			EASTWARD			Mile Post	STATIONS	Mile Post	FIRST CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily	10 Passenger	104 Streamliner Passenger	6 Passenger				10 Passenger	104 Streamliner Passenger	6 Passenger	
						35.3	DN-R NO. YARD YL C					DPT WYZ
						36.0	GRANT TOWER YL					I
						781.3	WEST. PAC. CROSSING YL					AIP
						779.2	BUENA VISTA					122 P
9.15PM	8.10PM	9.35AM				36.3	DN-R SALT LAKE CITY YL SA	7.25AM	8.15AM	6.00PM		P
						37.6	EIGHTH SO. ST. YL					P
						37.8	D. & R. G. W. CROSSING YL					AIP
						38.0	D. & R. G. W. CROSSING YL					AIP
						779.2	BUENA VISTA	7.05	7.50	5.20		122 P
		\$10.02				768.3	D GARFIELD GF			\$ 5.10		125 P
						767.1	D. & R. G. W. CROSSING					AIP
						764.4	LAKE POINT					122 P
						756.4	ERDA					122 PW
		\$10.30				748.2	D WARNER DU			\$ 4.45		124 PY
		\$10.38				742.6	STOCKTON			\$ 4.38		131 P
		\$10.47				736.1	D ST. JOHN SJ			\$ 4.31		122 P
						723.3	FAUST					143 P
						717.2	PEHRSON					123 P
						709.9	LOFGREEN					137 P
						704.2	BOULTER					122 P
		\$11.36AM				698.6	D TINTIC U			\$ 3.52		122 PWYZ
						691.9	McINTYRE					123 P
						685.3	JERICHO					125 PW
						675.0	CHAMPLIN					141 P
						665.9	LYNN DYL	5.15	6.00	\$ 3.13		116 PWY
						658.2	STRONG					122 P
						649.4	DN DELTA AK	\$ 5.00		\$ 2.55		123 PWY
						639.9	VAN					122 P
						631.0	CLEAR LAKE					122 P
						625.9	NEELS					123 P
						617.5	BLOOM					122 P
						609.6	CRUZ					123 P
						599.4	BLACK ROCK					123 P
						589.7	READ					122 P
						585.1	MURDOCK					122 P
						576.8	DN-R MILFORD YL FD	3.55AM	4.48AM	1.45PM		DPTWYZ
							(207.2)	Daily	Daily	Daily		

WESTWARD			EASTWARD			Mile Post	STATIONS	Mile Post	FIRST CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
103 Streamliner Passenger Daily	5 Passenger Daily	9 Passenger Daily	104 Streamliner Passenger	6 Passenger	10 Passenger				104 Streamliner Passenger	6 Passenger	10 Passenger	
						576.8	DN-R MILFORD YL FD	4.45AM	1.35PM	3.45AM		
						571.7	UPTON					
						561.6	THERMO					
						554.8	NADA					
						550.5	LATIMER					
						541.4	D LUND UN		\$ 1.00			
						531.5	ZANE					
						526.7	BERYL		\$12.43			
						515.8	HEIST					
						509.8	D MODENA NA		\$12.28PM			
						501.2	UVADA					
						493.7	CRISTLINE					
						489.3	BROWN					
						484.6	ACOMA					
						475.3	ISLERN					
						472.3	LITTLE SPRINGS					
						468.4	MINTO					
						464.3	ECCLES					
						459.5	DN CALIENTE YL CS	2.39	\$11.00AM	\$ 1.27AM		
						454.5	ETNA					
						449.9	STINE					
						444.9	BOYD					
						438.4	ELGIN		\$10.15			
						434.5	KYLE					
						429.1	LEITH					
						419.1	CARP					
						413.5	VIGO					
						408.5	GALT					
						402.9	HOYA					
						397.9	ROX					
						393.4	FARRIER					
						383.1	D MOAPA MA		\$ 9.07			
						373.5	UTTE					
						363.0	DRY LAKE					
						357.5	GARNET					
						352.0	APEX					
						347.0	DIKE					
						338.7	WANN					
						334.2	DN-R LAS VEGAS YL VG	12.05AM	8.10AM	10.45PM		
							(242.6)	Daily	Daily	Daily		

(3.25) (3.02) (4.35) Thru Time (3.30) (3.27) (4.15)
60.7 68.3 45.2 Average speed per hour 59.2 60.1 48.8

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

(4.40) (5.50) (5.15) Thru Time (4.40) (5.25) (5.00)
52.0 41.6 46.2 Average speed per hour 52.0 44.8 48.5

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

No. 5 will not stop at Modena on Sundays for mail and express.
No. 6 will not stop at Moapa, Modena and Beryl on Sundays, nor at Elgin on holidays for mail and express.
For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD				PROVO SUBDIVISION				EASTWARD			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post
	307 Mixed	305 Mixed				308 Mixed	306 Mixed				
	Daily Except Sunday	Daily Except Sunday									
				STATIONS							
DOPT WYZ		2.00AM	0.0	DN-R SALT LAKE CITY YL SA	36.3		A 12.15AM				
			1.3	1.3 EIGHTH SOUTH ST. YL	37.6		12.05AM				
IP		2.06	2.1	0.8 D. & R. G. W. CROSSING YL	38.4						
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7						
75 P		2.20	4.7	1.3 HUSLEERS YL	41.0		11.50PM				
44 P		2.30	7.3	2.6 MURRAY YL FN	43.6		11.40				
36 P		2.35	7.9	0.6 PALLAS YL	44.2		11.35				
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7						
102 P		2.50	12.6	1.2 SANDY	48.9		11.20				
46 P		3.05	17.1	4.5 DRAPPER A	782.9		11.10				
WS 71 ES 68 P		3.25	24.5	7.4 MOUNT	775.5		10.50				
71 PY		3.45	29.0	4.5 CUTLER	771.0		10.30				
29 P		4.05	30.5	1.5 LEHI HI	769.5		10.20				
41 P		4.15	33.5	3.0 AMERICAN FORK AF	766.5		10.00				
71 P		4.35	36.5	3.0 PLEASANT GROVE GO	763.5		9.40				
P			38.7	2.2 PIPEMILL YL	761.3						
102 P		4.45	42.0	3.3 GENEVA YL G	758.0		9.20				
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3						
CDPT WZ	11.00AM	5.15AM	47.3	4.6 DN-R PROVO YL UR VO	752.7	A 6.20PM	9.00PM				
P	11.10		52.0	4.7 SPRINGVILLE	748.0	6.09					
27 P	11.25		55.6	3.6 SPANISH FORK SF	744.4	6.03					
109 P	11.45AM		63.2	7.6 PAYSON CN	736.8	5.52					
125 P	12.25PM		78.0	14.8 STARR	722.0	5.27					
124 PY	1.05		89.2	11.2 NEPHI NI	710.8	5.10					
125 P	1.35		103.7	14.5 JUAB	696.3	4.45					
123 P	2.15		118.9	15.2 PARLEY	681.1	4.15					
PWY	3.00PM		134.1	15.2 LYNDYL YL	665.9	3.45PM					
				(134.1)		Daily Except Sunday	Daily Except Saturday				
	(4.00) 21.7	(3.15) 14.6		Thru Time	(2.35) 33.6	(3.15) 14.6					
				Average speed per hour							

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD				CEDAR CITY BRANCH				EASTWARD				Westward Iron Mountain Branch Eastward					
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post
	417 Local Freight	418 Local Freight				417 Local Freight	418 Local Freight										
	Daily Except Sunday	Daily Except Sunday															
				STATIONS													
122 188 PY		7.00AM	0.0	D-R LUND YL UN	0.0		A 11.45AM					YZ	D-R	IRON SPRINGS YL GS	0.0		
132		7.20	9.4	9.4 AVON	9.4		11.27							DESERT MOUND	4.5		
			10.9	10.9 IRON SPRINGS YL GS	20.3		11.05					Y		COMSTOCK	10.9		
Loop 44		8.20AM	32.5	12.2 D-R CEDAR CITY YL CD	32.5		10.30AM					Y	D	IRON MOUNTAIN YL MN	14.9		
				(32.5)			Daily Except Sunday							(14.9)			
	(1.20) 24.4			Thru Time	(1.15) 26.0												
				Average speed per hour													

Westward MEAD LAKE BRANCH Eastward

Time-Table No. 35 October 9, 1960			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	STATIONS		Mile Post
123 PY D	MOAPA	MA	0.0
	5.1		
11	NARROWS		5.1
	5.1		
9	LOGANDALE		10.2
	4.6		
11	OVERTON		14.8
	1.9		
Y	MEAD LAKE (Spur)		16.7
	(16.7)		

WESTWARD				PIOCHE BRANCH				EASTWARD				Westward FILLMORE BRANCH Eastward					
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Distance from Salt Lake City	Time-Table No. 35 October 9, 1960	Mile Post
	403 Local Freight	404 Local Freight				403 Local Freight	404 Local Freight										
	Monday Wednesday Friday	Monday Wednesday Friday															
ES 118 WS 116 DPY		7.30AM	0.0	DN-R CALIENTE YL CS	0.0		A 2.45PM	123 PW 188 Y	DN	DELTA YL AK	0.0						
			14.5	14.5 PANACA	14.5		1.30	10		GRIPENWOOD (Spur)	21.7						
27		8.20	18.2	18.2 PIOCHE YL RM	32.7		12.01PM	28 Y D		FILLMORE YL FI	32.2						
				(32.7)			Monday Wednesday Friday			(32.2)							
	(2.15) 14.5			Thru Time	(2.44) 12.0												
				Average speed per hour													

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 417 is superior to No. 418.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

Westward		CACHE VALLEY BRANCH				Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time Table No. 35				Mile Post	SECOND CLASS
	303	October 9, 1960					304
	Daily Except Sunday	STATIONS					
DPWYZ	5.30AM	DN-R	CACHE JCT.	YL CJ	0.0	A	3.00PM
8			PETERSBORO (Spur)		4.8		
31	f 5.55		MENDON		8.6	f	2.15
15	P f 6.15	D	WELLSVILLE		13.8	f	1.55
24			HILLS		14.5		
23	f 6.30		HYRUM		17.6	f	1.30
11			HOLT		20.2		
50	PYZ s 6.55	D	LOGAN	YL Q	24.1	s	1.10
17			GREENVILLE		26.4		
18	P f 7.22	D	SMITHFIELD	YL	31.5	f	12.30
33	P f 7.45	D	RICHMOND	YL	37.4	f	12.01PM
			LEWISTON (Spur)		41.5		
33	P f 8.25		FRANKLIN		43.8	f	11.20AM
25	f 8.35		WHLTNEY	YL	48.0	f	11.08
24	Y A 9.30AM	D-R	PRESTON	YL PN	50.8		11.00AM
			(50.8)				Daily Except Sunday
(4.00)	Thru Time	(4.00)					
12.7	Average speed per hour	12.7					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

WESTWARD		MALAD BRANCH			EASTWARD		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 35			Mile Post	SECOND CLASS	
	311	October 9, 1960				312	
	Daily Except Sunday	STATIONS					
WS 115 ES 66 PY	7.30AM	DN-R	BRIGHAM CITY	YL BM	0.0	A	1.15PM
55	f 7.45		CORINNE		5.6	f	12.57
30	f 7.57		FORD		11.5	f	12.45
28	f 8.02		CROPLEY		13.7	f	12.40
48	P s 8.15	D	TREMONTON	YL	17.8	s	12.30
20	PY s 8.30	D	GARLAND	YL	19.8	s	12.20
20	f 8.46		FIELDING		25.0	f	12.05PM
31	PY A 10.15AM	D-R	MALAD	YL MV	51.5		11.01AM
			(51.5)				Daily Except Sunday
(2.45)	Thru Time	(2.14)					
18.7	Average speed per hour	23.1					

One Yard Limit between M.P. 16.89 east of Tremonton and M.P. 20.79 west of Garland.

Westward SYRACUSE BRANCH Eastward		Westward BEAR RIVER BRANCH Eastward		Westward THATCHER BRANCH Eastward							
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 35	Mile Post	Time-Table No. 35	Mile Post	Time-Table No. 35						
	October 9, 1960		October 9, 1960		October 9, 1960						
	STATIONS		STATIONS		STATIONS						
WS 54 CS 115 PX DN	CEARFIELD	YL CJ	0.0	20 Y D	GARLAND	YL	0.0	48 D	TREMONTON	YL	0.0
	D. & R. G. W. CROSSING	YL	0.3		HAWS	YL	3.4	19	SUNSET	YL	5.1
11	BARNES	YL(Spur)	2.1	17	BRADFORD	YL	9.2				
	(2.1)				(9.2)				(5.1)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See Page 17.
 For setout tracks.—See Page 18.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
35	Any Station.	Any Station.	Any Station.
36	Any Station.	Any Station.	Any Station.
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

*Will stop for non-revenue passengers, except does not apply to train 6 between Uvada and Salt Lake City.

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

- Designation "Str."**—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
When using No. 14 turn-outs.	25	25	20	Between Milford and Black Rock.			30
When using other cross-overs or turn-outs.	15	15	15	Between Black Rock and Lynndyl.			40
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20	Between Lynndyl and Salt Lake via Tintic.			40
Within yard limits— Protected by continuous block signal system.	60	50	25	Between Lund and Modena.			30
Not protected by continuous block signal system.	50	40	25	Between Modena and Las Vegas.			40
On branch lines.	30	30	15	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
Diesel road freight or road switch locomotives.	65	65		Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
Gas turbine locomotives.	65	65		Derricks with 4-wheel trucks.			35
Diesel yard switch locomotives in road service: 1000-1100 class.	35	35	35	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
1800 class.	50	50	50	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines.			30
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions	50	50	50	On branch lines.			20
On Provo Subdivision.			25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
On Branch Lines.			20	Jordan spreaders and other machines of spreader type, when in operation.			15
Steam engines.		45	45	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Steam engines, hacking up.		20	20	With side rods and main rods in place.			25
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30	Trains handling diesel units dead in train: Yard-switch units of any type.			35
Multiple unit engine when controlled from other than leading unit.	30	30	30	Foreign line, government, export or commercial units other than yard-switch type.			45
				Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			45
				Wye tracks except those portions used as main track or siding.	6	6	6

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Cornish Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6. Marsh Valley Gravel Pit Trackage.	60	50
Between M.P. 43.5 and 44.6.	40	30		8	
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7. Between M.P. 110.8 and 111.2.	60	50
Between M.P. 46.4 and 47.2.	30	30		40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

**FIRST SUBDIVISION
Between Ogden and Salt Lake City**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Between M.P. 26.6 and 26.8.	70	60	50
Trains consisting of 50% or more ore.			30	North Yard Between M.P. 34.8 and passenger station.	25	25	15
Roy Between M.P. 8.7 and 9.1.	79	70	50	Salt Lake City			
Kaysville Between M.P. 20.9 and 21.2.	70	60	50				
Farmington Between M.P. 22.3 and 22.5	70	60	50				

WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, 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.	20	15	Wye and Balloon Track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

NOTE: Referring to Rule 10(J) * Reduce Speed Signs have been placed on Left side of track at following points:
 Westward M.P. 44.6
 Eastward M.P. 14.0 M.P. 93.9

SECOND SUBDIVISION
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Erda Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 577.5 and 579.1.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Delta Between M.P. 651.4 and 651.6.	70	60	50	Lake Point Kennecott Copper Co. Highline Trackage.			15
Between M.P. 652.9 and 653.2.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Lynnndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Between M.P. 682.5 and 684.5.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

THIRD SUBDIVISION
Between Las Vegas and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Farrier Maximum Speed at any point between Farrier and M.P. 500, near Uvada.	70	60	50
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 394.0 and 394.2.	60	50	40
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.6 and 395.9.	35	35	30
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 397.5 and 398.6.	45	35	30
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Hoya Between M.P. 403.7 and 419.7.	35	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Carp Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Leith Between M.P. 430.0 and 455.2.	35	35	30
Between M.P. 369.1 and 369.4.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	30
Ute Between M.P. 379.2 and 379.6.	60	50	40	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20
Between M.P. 380.4 and 380.9.	65	55	45				

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward
M.P. 665.9 M.P. 779.2 M.P. 357.8 M.P. 362.5

Eastward
M.P. 576.5 M.P. 665.7 M.P. 757.1 M.P. 358.2

THIRD SUBDIVISION (Continued)
Between Las Vegas and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Brown Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

PROVO SUBDIVISION
Between Lynnndyl and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	50	40	40	Lehi Sugar Factory Trackage west of stockyards.			5
Lynnndyl Between M.P. 665.7 and 666.0.	15	15	15	Cutler Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 674.8 and 676.4.	40	40	40	Sandy Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Between M.P. 676.4 and 677.7.	20	20	20	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Between M.P. 677.7 and 686.2.	30	30	25	Atwood Midvale Smelter Trackage.			12
Mills Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
American Fork City Limits, between M.P. 765.6 and 767.5	20	20	20				

NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:

Westward
M.P. 460.3 M.P. 468.3

Eastward
M.P. 484.4 M.P. 502.0 M.P. 576.5
M.P. 711.8 M.P. 49.0 M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Thatcher Branch.		10	Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Bear River Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Cache Valley Branch Maximum Speed.		35	Pioche Branch Between M.P. 0.0 and 17.0.		25
Between M.P. 13.6 and 13.9.		15	Between M.P. 17.0 and 22.5.		10
Between M.P. 17.7 and 18.0.		15	Between M.P. 22.5 and 25.5.		20
Logan Anderson Coach Spur.		4	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.9 and 44.0.		25	Prince Branch.		15
Eureka and Silver City Branches.		12	Caselton Spur.		10
Eureka, within city limits.		6	Mead Lake Branch Maximum Speed.		25
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.		30	Between M.P. 1.6 and 2.3.		20
			Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City.....Yardmaster's Office, 13th North
 Salt Lake City...Switchmen's Register & Locker Room, First North Street
 Salt Lake City.....Telegraph Office, Passenger Station
 Salt Lake City.....Train Dispatcher's Office
 Salt Lake City.....North Yard Telegraph Office
 Salt Lake City.....Engineer's Register Room, North Yard
 Salt Lake City.....Switchmen's Register Room, North Yard
 Ogden.....Telegraph Office, Union Depot
 Ogden.....Engine Crew Dispatcher's Office, Roundhouse
 Ogden.....Enginemen's Wash Room
 Ogden.....Riverdale Telegraph Office
 Cache Jet.....Telegraph Office
 Pocatello.....Tower Locker Room
 Pocatello.....Train Dispatcher's Office
 Pocatello.....Passenger Conductor's Register Room, Passenger Station
 Pocatello.....Yard Telegraph Office
 Pocatello.....Switchmen's Locker Room
 Pocatello.....Engine Crew Dispatcher's Office
 Pocatello.....Train Crew Dispatcher's Office
 Pocatello.....West End Yardmaster's Office
 Provo.....Joint Yard Telegraph Office
 Provo.....Yard Office
 Delta.....Telegraph Office
 Milford.....Enginemen's Locker Room
 Milford.....Telegraph Office
 Las Vegas.....Freight Enginemen's Locker Room
 Las Vegas.....Passenger Enginemen's Locker Room
 Las Vegas.....Conductor's Register Room
 Las Vegas.....Telegraph Office
 Las Vegas.....Yard Office
 Las Vegas.....Dispatcher's Office

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2' 15"	26.6
41"	87.8	1' 3"	57.1	2' 30"	24.
42"	85.7	1' 4"	56.2	2' 45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3' 30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1' 10"	51.4	7'	8.6
49"	73.5	1' 11"	50.7	8'	7.5
50"	72.	1' 12"	50.	10'	6.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	1.7 Mi. P	West	West	Logan Sugar				
Oxford	81.3	Elevator Spur 15	East	Level	Factory Spur	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Mill Spur	44.4	13	West	East
Thorensen	68.5	22	West	East	Malad Branch				
Anderson	63.7	15	Both	East	Chase	3.9	27	West	Level
Utida	62.4	2	East	East	Washakie	34.4	7	East	Level
Morton	58.2	15	Both	Level	Portage	36.7	3	West	Level
Cottle	55.7	24	Both	East	Woodruff	40.5	7	East	West
Collinston	40.1	9 P	West	East	Eureka Branch				
Madsen	32.5	21	Both	East	Eureka	3.5	Yard	Both	East
Bushnell	19.3	Spur 1.4 Mi.	East	East	Silver City Branch				
Perry	17.2	Old Siding 54 P	Both	Level	Silver City	2.4	9	Both	East
		Team Track 24	Both	Level	Cedar City Branch				
Harrisville	4.7	28 P	Both	Level	Kaiser	22.5	85	Both	East
Browning	2.7	27	Both	West	Stock Yards	29.9	Stock Track 26	West	East
Lodjic	2.3	Spur 0.5 Mi. X	East	West			Stock Spur 0.5 Mi.	West	East
Layton Sugar					Pioche Branch				
Factory Spur	13.8	39 X	East	East	Caliente Gravel				
Pioneer	29.7	57	Both	East	Spur	1.4	107	West	West
Becks	32.9	Old Siding 81 P	Both	East	Prince Branch				
		Advance Track 68	Both	East	Mendha	4.2	3	East	East
					Caselton	6.5	Yard	East	West
					Prince	8.6	3	Both	West
Second Subdivision					Mead Lake Branch				
Industrial Center					Standard Oil Co.....	3.1	6	East	East
Spur	779.9	43 P	West	East	Arrowhead	3.3	20	West	East
Bauer	744.8	31 P	Both	East	Seven Arrow				
Clover	732.8	Gov't Yard P	East	East	Gypsum	9.3	7	East	West
Oasis	644.4	31 P	Both	West	Amber	9.5	5	East	West
Borden	620.9	3 P	West	East	Virgin	12.8	6	Both	West
Pumice	604.8	14 P	Both	East	Glassand	13.7	25	West	West
Third Subdivision									
Barclay	478.7	17 P	East	West					
Arrolime	353.8	32 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
		Gov't Ordnance							
		Spur 4.0 Mi.							
Valley	342.4	Old Siding 35 P	Both	West					
		Industry 14	Both	West					
		Nellis Air Base							
		Spur 2.7 Mi.	West	East					
Provo Subdivision									
Officer	38.9	81 P	Both	East					
Burton	39.5	19	Both	East					
Walton	41.1	18	West	East					
Bentz	42.2	8	West	West					
Atwood	45.9	Team Track 14 P	Both	West					
		Spur 10	West	West					
Cushing	47.5	21	Both	East					
Mellen Sand Spur		10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	99	East	West					
Hardy Beet Spur	761.8	31	West	East					
Bunker Spur	759.9	17	East	East					
Gatex	756.1	Industrial Spur	Both	West					
Ironton	754.1	110	Both	West					
Benjamin	741.6	25	Both	West					
Santaquin	730.7	7	West	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	12	Both	East					
Uisco	676.3	11 P	East	West					
Leamington	671.3	4 P	East	West					
Mack	669.9	6	West	West					

(1) Flag stop for Nos. 311-312.

(2) Flag stop for Nos. 5-6.

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	35	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 56	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	37	Both	Level
Coulam	78.3	29	Both	East	Heist	515.8	21	Both	East
Clifton	75.2	27	Both	Level	Uvada	501.2	21	Both	East
Dayton	71.0	35	Both	East	Crestline	493.7	20	Both	West
Weston	65.1	19	Both	East	Brown	489.3	13	Both	West
Cornish	60.6	34	Both	Level	Acoma	484.6	23	Both	West
Trenton	56.9	24	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	17	Both	West	Minto	468.4	13	Both	West
Dewey	35.9	33	Both	East	Eccles	464.3	14	Both	West
Honeyville	30.4	12	Both	East	Etna	454.5	11	East	West
Willard	14.0	4	Both	West	Stine	449.4	21	Both	West
Hot Springs	8.8	15	Both	West	Boyd	444.9	11	Both	West
Roy	6.1	East Spur 8	East	West	Elgin	438.4	21	Both	West
		West Spur 12	East	West	Kyle	434.1	20	Both	West
Clearfield	9.8	House 15	West	East	Leith	429.1	17	Both	West
		No. 1 42	Both	East	Carp	419.1	9	Both	West
		No. 2 37	Both	East	Vigo	413.5	21	Both	West
Layton	14.5	Stock 47	Both	East	Galt	408.5	19	Both	West
Kaysville	16.7	Stock 12	West	East	Hoya	402.9	20	Both	West
Farmington	21.3	13	Both	Level	Rox	397.9	19	West	West
Woods Cross	28.1	Old Siding 54	Both	West	Farrier	393.4	16	East	West
		Team Track 5	Both	West	Ute	373.5	11	West	East
		New Team Track 6	East	East	Dry Lake	363.0	20	Both	East
		Storage 43	West	West	Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	9	East	West
					Wann	338.7	15	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	21	Both	East	Draper	782.9	45	Both	East
Stockton	743.0	37	Both	West	Mount	775.5	49	Both	West
St. John	736.1	43	Both	Level	Geneva	758.0	105	Both	West
Faust	723.3	33	Both	East	Springville	748.0	29	Both	East
Pehrson	717.2	14	Both	East	Spanish Fork	744.4	18	Both	East
Lofgreen	709.9	22	Both	East	Starr	722.0	15	West	West
Boulter	704.2	21	Both	East	Juab	696.3	32	Both	West
McIntyre	691.9	21	Both	West					
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 20	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 35	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East					
Neels	625.9	22	Both	East	Malad Branch				
Bloom	617.5	22	Both	Level	Corinne	5.6	Beet Track 67	East	Level
Cruz	609.6	23	Both	Level			Stock 22	Both	Level
Black Rock	599.4	22	Both	East			House 13	West	Level
Read	589.7	23	Both	East					
Murdock	585.1	23	Both	East					

SYMBOLS AND ABBREVIATIONS

Rule 6

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

The following letters placed in columns provided in time-table indicate:

- C—coaling station;
- D—diesel oil station;
- F—turbine fuel station;
- I—interlocking;
- O—fuel oil station;
- P—telephone;
- T—turntable;
- W—water station;
- X—cross-over;
- Y—wey;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.