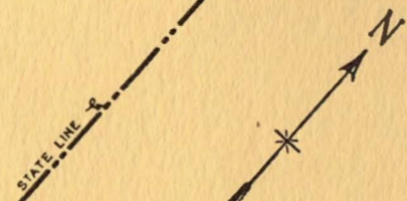


N E V A D A



U T A H

SOUTH CENTRAL DISTRICT

UTAH DIVISION

CORRECTED TO APRIL 26, 1959

SCALE OF MILES



I D A H O



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE

No. 36

Effective Sunday

April 30, 1961

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
G. R. TROUTMAN, Superintendent of Safety and
CourtesyLos Angeles, California
J. E. PETERSEN, Ass't Superintendent of Safety
and Courtesy.....Salt Lake City, Utah

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
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
T. P. ROGERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
G. E. LEARY, 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.
W. A. McCALL, 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. Tauffer	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.
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. Symons	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.
M. D. Gardner	Physician	Ogden.
R. E. Nilsson	Surgeon	Ogden.
G. F. Kearns	Surgeon	Ogden.
C. S. Feeny	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. 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. Tauffer	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. 36 April 30, 1961			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	8.30	0.0	MT	OGDEN	MT	0.0	^A 7.30	^A 8.05	^A 7.20	
8.50	8.00	9.20	36.3		SALT LAKE CITY		36.3	6.35	7.15	6.30	
9.15	8.10	10.00	784.0				784.0	6.10	7.05	6.00	
11.15	10.00	12.15	154.4		LYNN DYL		665.9	3.55	4.45	3.13	
12.40	11.15	2.00	243.5		MILFORD		576.8	2.40	3.33	1.45	
		2.45	278.9		LUND		541.4			1.00	
3.20	1.16	4.50	360.8		CALIENTE		459.5	12.12	1.24	11.00	
6.05	3.55	8.00	486.1	MT	LAS VEGAS	MT	334.2	9.30	10.50	8.10	
5.15	3.05	7.25		PT		PT		8.15	9.40	6.50	
8.20	6.05	11.25	657.1		YERMO		163.2	5.00	6.45	3.00	
			670.5		BARSTOW		150.1	4.40	6.26	2.30	
8.43	6.23	11.55	751.3		SAN BERNARDINO		67.3	2.30	4.30	12.25	
10.50	8.25	2.10	754.8		COLTON		64.5	2.17	4.17	12.05	
11.00	8.34	2.20	761.8		RIVERSIDE		57.5	2.05	4.05	11.50	
11.23	8.48	2.45	781.5		ONTARIO		37.8			11.20	
		3.30	787.3		POMONA		32.0	1.35	3.35	11.07	
12.03	9.20	3.48	813.6		EAST LOS ANGELES		5.7	1.05	3.05	10.35	
12.40	9.55	4.30	821.0	PT	LOS ANGELES	PT	0.0	12.45	2.45	10.15	
^A 1.00	^A 10.15	^A 5.00			(821.0)			Daily	Daily	Daily	
(18.00)	(16.00)	(21.30)			Thru Time			(17.45)	(16.20)	(20.05)	
45.6	51.3	38.2			Average speed per hour			46.2	50.2	40.9	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 36 April 30, 1961			Mile Post	FIRST CLASS		
	35 Passenger Daily		STATIONS			36 Passenger					
	7.30	0.0		SALT LAKE CITY	36.3	^A 8.00					
	8.20	36.3		OGDEN	0.0	7.05					
	8.55	57.4		BRIGHAM CITY	21.1	6.05					
	9.25	85.1		CACHE JCT.	48.8	5.25					
	10.10	147.5		MCCAMMON	111.2	4.15					
	11.25	170.2		POCATELLO	213.9	3.45					
	^A 11.55			(170.2)							
	(4.25)			Thru Time		(4.15)					
	38.5			Average speed per hour		40.0					

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. 36	
	277	279	311	35	6	104	10		April 30, 1961	
	Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger		STATIONS	
P			Daily Except Sunday	7.30PM	6.30PM	7.15AM	6.35AM	0.0	DN-R SALT LAKE CITY YL DS SA	
DOPT WYZ	9.00PM	7.05PM						1.0	DN-R NORTH YARD YL C	
PX	9.10	7.15		7.38	6.38	7.23	6.43	5.2	NORTH SALT LAKE	
PX				7.41	6.41	7.26	6.46	8.2	D WOODS CROSS WC	
WS 73 PX	9.25	7.27		7.47	6.47		6.52	15.0	FARMINGTON	
CS 131 P	9.32	7.33		7.51	6.51	7.35	6.56	19.6	KAYSVILLE	
	9.36	7.36		7.53	6.53		6.58	21.8	D LAYTON NY	
WS 54 ES 115 PX	9.43	7.43		7.57	6.57		7.02	26.5	DN CLEARFIELD CF	
ES 38 PX	9.50	7.48		8.01	7.01	7.44	7.06	30.2	ROY	
P	9.59	7.55		8.06	7.06	7.48	7.11	35.3	BRIDGE JCT. YL	
CDFOPT WYZ	10.10	8.05	6.35 ³⁶ AM	8.20	7.20 ³⁵ AM	8.05 ³⁶ AM	7.30 ³⁵ AM	36.3	DN-R OGDEN YL OG YD RD	
				8.55 ²⁷⁹				37.0	D. & R. G. W. CROSSING YL	
119 P	11.25	9.10	6.45	9.04				37.9	S. P. JCT. YL	
120 P	11.37	9.20	6.56	9.11				45.1	HOT SPRINGS	
121 P	11.45	9.27	7.04	9.16				50.3	WILLARD	
WS 115 ES 66 PY	11.55PM	9.38	7.20 ³⁶ AM	9.25				57.4	DN BRIGHAM CITY YL BM	
121 P	12.10 ^{AM}	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 ES 65 DP WYZ	1.30	10.22		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		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		11.04				131.3	DN DOWNEY DO	
P				11.11				136.3	VIRGINIA	
123 P	3.38	11.36		11.16				141.0	D ARIMO A	
125 127 IPY	3.50 ^{AM}	11.50 ^{PM}		11.25 ^{PM}				147.5	DN-R McCAMMON YL MC	

(147.5)
 Thru Time Thru Time
 Average speed per hour 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. 36	Miles Past	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	
April 30, 1961									
STATIONS									
DN-R SALT LAKE CITY YL DS SA	36.3	A 8.00AM	A 9.20AM	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	7.42	9.07	7.49	8.37	5.15		6.05	PX
D WOODS CROSS WC	28.1	7.39	9.04	7.46	8.34	5.08		6.00	PX
FARMINGTON	21.3	7.32	8.58	8.28		4.59		5.51	WS 73 PX
KAYSVILLE	16.7	7.27	8.54	8.24		4.52		5.45	CS 131 P
D LAYTON NY	14.5	7.25	8.52	7.34	8.22	4.48		5.42	
DN CLEARFIELD CF	9.8	7.21	8.47	8.17		4.42		5.35	WS 54 ES 115 PX
ROY	6.1	7.17	8.42	7.27	8.12	4.35		5.28	ES 38 PX
BRIDGE JCT. YL	1.0	7.12	8.37	7.22	8.07	4.25		5.20	P
DN-R OGDEN YL OG YD RD	0.0	7.05	8.30AM	7.15PM	8.00PM	4.20	A 2.15PM	5.15	CDFOPT WYZ
D. & R. G. W. CROSSING YL	0.7	6.35 ³¹¹				3.50		5.01	
S. P. JCT. YL	1.6	6.25				3.40	2.01	4.50	119 P
HOT SPRINGS	8.8	6.18				3.27	f 1.50	4.40	120 P
WILLARD	14.0	6.13				3.20	f 1.42	4.33	121 P
DN BRIGHAM CITY YL BM	21.1	s 6.05				3.10	1.30 ^{PM}	4.23	WS 115 ES 66 A
HONEYVILLE	30.4	5.52				2.55		4.08	121 P
DEWEY	35.9	5.47				2.47		4.01	123 P
WHEELON	44.6	5.38				2.35		3.50	122 P
DN CACHE JCT. YL CJ	48.8	s 5.25				2.15		3.35	WS 107 DP ES 65 WYZ
TRENTON	56.9	5.12				1.57 ²⁷⁷		3.22	124 P
CORNISH	60.6	5.09							P
WESTON	65.1	5.05				1.47		3.11	122 P
D DAYTON CN	71.0	f 4.59				1.38		3.01	122 P
CLIFTON	75.2	4.54							P
COULAM	78.3	4.51				1.28		2.50	127 P
SWAN LAKE	84.7	4.45				1.18		2.40	122 P
DN DOWNEY DO	95.0	s 4.34				1.05		2.25	122 P
VIRGINIA	100.0	4.27							P
D ARIMO A	104.7	4.22				12.52		2.12	123 P
DN-R McCAMMON YL MC	111.2	s 4.15 ^{AM}				12.40 ^{AM}		2.00 ^{PM}	125 127 IPY

(147.5)
 Thru Time Thru Time
 Average speed per hour 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.

WESTWARD SECOND SUBDIVISION EASTWARD

FIRST CLASS			Time-Table No. 36 April 30, 1961	Mile Point	FIRST CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
9 Passenger Daily	103 Streamliner Daily	5 Passenger Daily			10 Passenger	104 Streamliner Passenger	6 Passenger	
			STATIONS					
			DN-R NO. YARD YL C	35.3			DOFT WYZ	
			GRANT TOWER YL	36.0			I	
			WEST. PAC. CROSSING YL	781.3			AIP	
			BUENA VISTA	779.2			122 P	
9.15PM	8.10PM	10.00AM	DN-R SALT LAKE CITY YL SA	36.3	A 6.10AM	A 7.05AM	A 6.00PM	
			EIGHTH SO. ST. YL	37.6			P	
			D. & R. G. W. CROSSING YL	37.8			AIP	
			D. & R. G. W. CROSSING YL	38.0			AIP	
			BUENA VISTA	779.2	5.45	6.40	5.20	
		\$10.27	D GARFIELD GF	768.3		f 5.10	125 P	
			D. & R. G. W. CROSSING	767.1			AIP	
			LAKE POINT	764.4			122 P	
			ERDA	756.4			122 PW	
		\$10.50AM	D WARNER DU	748.2		s 4.45	124 PY	
			STOCKTON	742.6		f 4.38	131 P	
			D ST. JOHN SJ	736.1		f 4.31	122 P	
			FAUST	723.3			143 P	
			PEIRSON	717.2			123 P	
			LOFGREEN	709.9			137 P	
			BOULTER	704.2			122 P	
			D TINTIC U	698.6		f 3.52	122 PWYZ	
			McINTYRE	691.9			123 P	
			JERICHO	685.3			125 PW	
			CHAMPLIN	675.0			141 P	
11.15	10.00	f 12.15PM	LYNNDYL	665.9	3.55	4.45	f 3.13	
			STRONG	658.2			122 P	
\$11.30PM	\$12.35		DN DELTA AK	649.4	s 3.40	s 2.55	123 PWY	
			VAN	639.9			122 P	
			CLEAR LAKE	631.0			122 P	
			NEELS	625.9			123 P	
			BLOOM	617.5			122 P	
			CRUZ	609.6			123 P	
			BLACK ROCK	599.4			123 P	
			READ	589.7			122 P	
			MURDOCK	585.1			122 P	
A 12.30AM	A 11.12PM	A 1.50PM	DN-R MILFORD YL FD	576.8	2.40AM	3.33AM	1.45PM	
			(207.2)		Daily	Daily	Daily	

(3.15) (3.02) (3.50) Thru Time (3.30) (3.32) (4.15)
63.7 68.3 54.0 Average speed per hour 59.2 58.6 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.

WESTWARD THIRD SUBDIVISION EASTWARD

FIRST CLASS			Time-Table No. 36 April 30, 1961	Mile Point	FIRST CLASS			
103 Streamliner Daily	5 Passenger Daily	9 Passenger Daily			6 Passenger	10 Passenger	104 Streamliner Passenger	
			STATIONS					
DFTWYZ	11.15PM	2.00PM	12.40AM	DN-R MILFORD YL FD	576.8	A 1.35PM	A 2.30AM	A 3.30AM
123 P				UPTON	571.7			
122 P				THEIRMO	561.6			
122 P				NADA	554.8			
122 P				LATIMER	550.5			
122 PY		s 2.45		D LUND UN	541.4	s 1.00		
122 P				ZANJE	531.5			
122 PW				BERYL	526.7	s 12.43		
122 P				HEIST	515.8			
122 PY		s 3.20		D MODENA NA	509.8	s 12.28PM		
122 P				UVADA	501.2			
126 PY				CRESTLINE	493.7			
122 P				BROWN	489.3			
123 P				ACOMA	484.6			
128 P				ISLEEN	475.3			
44 P				LITTLE SPRINGS	472.3			
84 P				MINTO	468.4			
122 P				ECCLES	464.3			
WS 118 DPY WS 116	1.16AM	s 4.50	s 3.20	DN CALIENTE YL CS	459.5	s 11.00AM	s 12.12AM	1.24AM
124 P				ETNA	454.5			
122 P				STINE	449.9			
122 P				BOYD	444.9			
146 P				ELGIN	438.4	s 10.15		
121 P				KYLEE	434.5			
101 PW				LEITH	429.1			
76 P				CARD	419.1			
124 P				VIGO	413.5			
68 P				GALT	408.5			
121 P				HOYA	402.9			
136 P				ROX	397.9			
124 P				FARMER	393.4			
123 PY		f 7.00		D MOAPA MA	383.1	s 9.07		
124 P				OTE	373.5			
124 P				DRY LAKE	363.0			
74 P				GARNET	357.5			
123 P				APEX	352.0			
124 P				DIKE	347.0			
124 P				WANN	338.7			
DFTWYZ	A 3.55AM	A 8.00PM	A 6.05AM	DN-R LAS VEGAS YL VG	334.2	8.10 AM	9.30 PM	10.50 PM
				(242.6)		Daily	Daily	Daily

(4.10) (6.00) (5.25) Thru Time (5.25) (5.00) (4.40)
52.0 40.4 44.8 Average speed per hour 44.8 48.5 52.0

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. 36 April 30, 1961	Mile Post	SECOND CLASS	
	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	
		2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	12.05AM	
IP			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 HUSLERS YL	41.0	11.50PM	
44 P		f 2.30	7.3	2.6 MURRAY YL FN	43.6	f 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		f 2.50	12.6	1.2 SANDY YL	48.9	f 11.20	
46 P		s 3.05	17.1	4.5 DRAPER A	782.9	s 11.10	
WS 71 ES 68 P		f 3.25	24.5	7.4 MOUNT YL	775.5	f 10.50	
71 PY		f 3.45	29.0	4.5 CUTLER YL	771.0	f 10.30	
29 P		f 4.05	30.5	1.5 LEHI YL	769.5	f 10.20	
43 P		f 4.15	33.5	3.0 AMERICAN FORK AF	766.5	f 10.00	
71 P		f 4.35	36.5	3.0 PLEASANT GROVE GO	763.5	f 9.40	
P			38.7	2.2 PIPEMILL YL	761.3		
102 P		f 4.45	42.0	3.3 GENEVA YL G	758.0	f 9.20	
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3		
CDPT WZ	11.00AM	A 5.15AM	47.3	4.7 DN-R PROVO YL UR VO	752.7	A 6.20PM 9.00PM	
P	f 11.10		52.0	4.7 SPRINGVILLE YL	748.0	f 6.09	
27 P	s 11.25		55.6	3.6 SPANISH FORK SF	744.4	f 6.03	
109 P	s 11.45AM		63.2	7.6 PAYSON CN	736.8	f 5.52	
125 P	f 12.25PM		78.0	14.8 STARR YL	722.0	f 5.27	
124 PY	s 1.05		89.2	11.2 NEPIH NI	710.8	s 5.10	
125 P	f 1.35		103.7	14.5 JUAB YL	696.3	f 4.45	
123 P	f 2.15		118.9	15.2 PARLEY YL	681.1	f 4.15	
PWY	A 3.00PM		134.1	15.2 LYNNDYL YL	665.9	3.45PM	
				(134.1)		Daily Except Sunday	Daily Except Saturday
	(4.00) 21.7	(3.15) 14.6				(2.35) 33.6	(3.15) 14.6

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		Mile Post	Time-Table No. 36 April 30, 1961	Mile Post	SECOND CLASS	
	417 Local Freight	418 Local Freight					
	Daily Except Sunday	Daily Except Sunday					
				STATIONS			
122 188 PY		7.00AM	0.0	DN-R LUND YL UN	0.0	A 11.45AM	YZ D-R IRON SPRINGS YL GS 0.0
132		7.20	9.4	5.4 AVON	9.4	11.27	4.5 DESERT MOUND 4.5
		s 7.45	20.3	10.3 IRON SPRINGS YL	20.3	*11.05	6.4 COMSTOCK 6.4
Loop 44		A 8.20AM	32.5	12.2 CEDAR CITY YL CT	32.5	10.30AM	4.0 IRON MOUNTAIN YL MN 10.9
				(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

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Mile Post	Time-Table No. 36 April 30, 1961	Mile Post
				STATIONS	
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		Mile Post	Time-Table No. 36 April 30, 1961	Mile Post	SECOND CLASS	
	403 Local Freight	404 Local Freight					
	Monday Wednesday Friday	Monday Wednesday Friday					
				STATIONS			
ES 118 WS 116 DPY		7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM	123 PW DN DELTA YL AK 0.0
27		f 8.20	14.5	14.5 PANACA	14.5	f 1.30	10 GREENWOOD (Spur) 21.7
Y		A 9.45AM	32.7	18.2 PIOCHE YL RM	32.7	12.01PM	10.5 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. 36				Mile Post	SECOND CLASS	
	303	April 30, 1961					304	
	Mixed						Mixed	
	Daily Except Sunday	STATIONS						
	DPWYZ	5.30 ^{AM}	DN-R	CACHE ICT. YL CJ	0.0	^	3.00 ^{PM}	
	8			PETERSBORO (Spur)	4.8			
	37	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	12.01 ^{PM}	
				LEWISTON (Spur)	41.5			
	33	P f 8.25		FRANKLIN	43.8	f	11.20 ^{AM}	
	25	f 8.35		WHIPNEY YL	48.0	f	11.08	
	24	Y ^ 9.30 ^{AM}	D-R	PRESTON YL PN	50.8		11.00 ^{AM}	
				(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. 36				Mile Post	SECOND CLASS	
	311	April 30, 1961					312	
	Mixed						Mixed	
	Daily Except Sunday	STATIONS						
	WS ES 115 PY	7.30 ^{AM}	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15 ^{PM}	
	53	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	250	f	12.05 ^{PM}	
	31	PY ^ 10.15 ^{AM}	D-R	MALAD YL MV	51.5		11.01 ^{AM}	
				(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. 36		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 36		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 36		Mile Post
	April 30, 1961				April 30, 1961				April 30, 1961		
	STATIONS				STATIONS				STATIONS		
WS 54 CS 115	PX DN	CLEARFIELD YL CF	0.0	20	Y D	GARLAND YL	0.0	19	D	TREMONTON YL	0.0
		D. & R. G. W. CROSSING YL	0.3			HAWS YL	3.4			SUNSET YL	5.1
		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 cahoose 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. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
When using No. 14 turn-outs.	25	25	20	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
When using other cross-overs or turn-outs.	15	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. 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.)			40 35 20
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	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines. On branch lines.			30 20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Diesel road freight or road switch locomotives.	65	65		Jordan spreaders and other machines of spreader type, when in operation.			15
Gas turbine locomotives.	65	65		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	35 50	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions On Provo Subdivision. On Branch Lines.	50	50	50 25 20	Wye tracks except those portions used as main track or siding.	6	6	6
Steam engines.		45	45				
Steam engines, backing up.		20	20				
When leading unit at front of train is gas turbine or car hody type unit backing up.	30	30	30				
Multiple unit engine when controlled from other than leading unit.	30	30	30				

**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 8
Between M.P. 43.5 and 44.6.	40	30	Arimo Between M.P. 107.4 and 107.7. Between M.P. 110.8 and 111.2.	60 40	50 25
Wheelon Between M.P. 44.6* and 46.4 (See Note). Between M.P. 46.4 and 47.2.	12 30	12 30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3. Between M.P. 51.1 and 51.4. Between M.P. 53.5 and 53.9.	25 45 60	25 35 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	Farmington Between M.P. 22.3 and 22.5	70	60	50
Trains consisting of 50% or more ore.			30	Between M.P. 26.6 and 26.8.	70	60	50
Roy Between M.P. 8.7 and 9.1.	79	70	50	North Yard Between M.P. 34.8 and passenger station.	25	25	15
Kaysville Between M.P. 20.9 and 21.2.	70	60	50	Salt Lake City			

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
Lynndyl 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 Redwood Road.	30	30	30
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Freight Line Between Redwood Road and Grant Tower	20	20	20
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	15	15	15
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	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.			
St. John Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City			
Warner Between M.P. 754.2 and 755.6.	60	50	40				

THIRD SUBDIVISION
Between Las Vegas and Milford

Maximum Speed Between Las Vegas and Farrier	79	79	50	Ute Between M.P. 379.2 and 379.6.	60	50	40
Between Farrier and M.P. 500.0 near Uvada	70	60	50	Between M.P. 380.4 and 380.9.	65	55	45
Between M.P. 500.0 near Uvada and Milford	79	79	50	Farrier Between M.P. 394.0 and 394.2.	60	50	40
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 394.6 and 395.9.	35	35	30
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	30
Apex Between M.P. 356.1 and 356.8.	50	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	30
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Carp Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Leith Between M.P. 430.0 and 455.2.	35	35	30
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	30
Between M.P. 369.1 and 369.4.	70	60	50	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	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	Eastward
M.P. 665.9 M.P. 779.2 M.P. 357.8 M.P. 362.5	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 Lynndyl and Salt Lake City

Maximum speed.	50	40	40	Lehi Sugar Factory Trackage west of stockyards.			5
Lynndyl 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. Over crossing frog near Midvale Main St overpass			12
Mills Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 46.2 and 40.3	30	30	30
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	Eastward
M.P. 460.3 M.P. 468.3	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	45	35
Malad Branch.		30	Between Lund and Iron Springs.	30	30
Syracuse Branch.		15	Between Iron Springs and Cedar City.	25	20
Clearfield		12	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	10	10
Naval Supply Depot area.		8	Cedar City Loop Track.	5	5
Naval Supply Depot wye.		10	Cedar City, oil track No. 12. Commissary spur and freight house lead.		
Thatcher Branch.		10	Iron Mountain Branch		20
Bear River Branch.			Between Iron Springs and M.P. 5.50.		15
Cache Valley Branch	35		Between M.P. 5.50 and Iron Mountain.		
Maximum Speed.		15	Pioche Branch		25
Between M.P. 13.6 and 13.9.		15	Between M.P. 0.0 and 17.0.		10
Between M.P. 17.7 and 18.0.		15	Between M.P. 17.0 and 22.5.		20
Logan	4		Between M.P. 22.5 and 25.5.		25
Anderson Coach Spur.		25	Between M.P. 25.5 and 32.7.		
Between M.P. 42.9 and 44.0.		12	Prince Branch.		15
Eureka and Silver City Branches.		6	Between M.P. 0.0 and 7.5.		5
Eureka, within city limits.		30	Between M.P. 7.5 and 8.7.		10
Fillmore Branch.			Casleton Spur.		25
All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.			Mead Lake Branch		20
			Maximum Speed.		10
			Between M.P. 1.6 and 2.3.		10
			Between M.P. 5.0 and 6.7.		20
			Between M.P. 7.0 and 9.0.		

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 Jct.	Telegraph Office
Pocatello	Switchmen's Locker Room, Hump
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room, New Yard
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Switchmen's Locker Room, Sherman St.
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"	78.1	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.
51"	70.6				

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 Level	Logan Sugar				
Oxford	81.3	Elevator Spur 15	East	East	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 (1)	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
Second Subdivision					Casleton	6.5	Yard	East	West
Industrial Center					Prince	8.6	3	Both	West
Spur	779.9	43 P	West	East	Mead Lake Branch				
Bauer	744.8	31 P	Both	East	Standard Oil Co.	3.1	6	East	East
Clover	732.8	Govt. Yard P	East	East	Arrowhead	3.3	20	West	East
Oasis (2)	644.4	31 P	Both	West	Seven Arrow				
Borden	620.9	3 P	West	East	Gypsum	9.3	7	East	West
Pumice	604.8	14 P	Both	East	Amber	9.5	5	East	West
Third Subdivision					Virgin	12.8	6	Both	West
Barclay (2)	478.7	17 P	East	West	Glassand	13.7	25	West	West
Arrolime	353.8	32 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
Valley	342.4	Gov't Ordnance Spur 4.0 Mi.							
		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	781.3	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	Cache Valley Branch				
Jericho	685.3	30	Both	West	Hyrum	17.6	House 20	Both	East
Champlin	675.0	22	Both	West	Richmond	37.4	House 35	Both	West
Strong	658.2	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Van	639.9	22	Both	West	Malad Branch				
Clear Lake	631.0	22	Both	East	Corinne	5.6	Beet Track 67	East	Level
Neels	625.9	22	Both	East			Stock 22	Both	Level
Bloom	617.5	22	Both	Level			House 13	West	Level
Cruz	609.6	23	Both	Level					
Black Rock	599.4	22	Both	East					
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; R--train register;
 N--night operator; YL--yard limits.
 DN--day and night operator;

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

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