



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE

No. 37

Effective Sunday

September 24, 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.
 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. Noyea.....	Surgeon.....	American Fork.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clark.....	Physician.....	Bountiful.
O. F. Smith.....	Surgeon.....	Brigham City.
G. C. Dills.....	Surgeon.....	Caliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
M. J. Cory.....	Surgeon.....	Cedar City.
M. E. Bird.....	Surgeon.....	Delta.
M. A. Lyman.....	Surgeon.....	Delta.
L. G. Burkett.....	Surgeon.....	Downey.
H. S. Jenaon.....	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. Fanner.....	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.
O. H. Mnbe.....	Surgeon.....	Mnlnd.
J. S. Alley.....	Surgeon.....	Milvale.
E. N. Davie.....	Surgeon.....	Milford.
D. A. Symond.....	Surgeon.....	Milford.
John M. Ball.....	Surgeon.....	Murray.
F. H. Beckstead.....	Surgeon.....	Nephi.
J. C. Steele.....	Surgeon.....	Nephi.
K. A. Stratford.....	Division Surgeon.....	Ogden.
Harold V. DeMars.....	Ear, Nose & Throat.....	Ogden.
Leo W. Benaon.....	Surgeon.....	Ogden.
M. D. Gardner.....	Physician.....	Ogden.
R. E. Nilsson.....	Surgeon.....	Ogden.
G. F. Kearns.....	Surgeon.....	Ogden.
C. S. Peeny.....	Physician.....	Ogden.
R. W. Pukmire.....	Ocnlist.....	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. Simlson.....	Oculist & Aurist.....	Pocatello.
L. N. Diana.....	Eye Specialist.....	Pocatello.
Harry D. McGee.....	Ear, Nose & Throat.....	Pocatello.
Calvin Bublcr.....	Surgeon.....	Pocatello.
L. R. Hawkes.....	Surgeon.....	Preston.
S. N. 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. Crndall.....	Oculist.....	Salt Lake City.
R. D. Matheson.....	Surgeon.....	Salt Lake City.
B. J. Fuirbanks.....	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. 37 September 24, 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 8.30	^A 9.05	^A 7.20
8.50	8.00	9.20	36.3		SALT LAKE CITY		36.3	7.35	8.15	6.30
9.15	8.10	10.00					784.0	7.10	8.05	6.00
11.15	10.00	12.15	154.4		LYNN DYLL		665.9	4.55	5.45	3.13
12.40	11.15	2.00	243.5		MILFORD		576.8	3.40	4.33	1.45
		2.45	278.9		LUND		541.4			1.00
3.20	1.16	4.50	360.8		CALIENTE		459.5	1.12	2.24	11.00
6.05	3.55	8.00	486.1	MT	LAS VEGAS	MT	334.2	10.30	11.50	8.10
5.15	3.05	7.25		PT		PT		9.15	10.40	6.50
8.20	6.05	11.25	657.1		YERMO		163.2	6.00	7.45	3.00
8.43	6.23	11.55	670.5		BARSTOW		150.1	5.40	7.26	2.30
10.50	8.25	2.10	751.3		SAN BERNARDINO		67.3	3.30	5.30	12.25
11.00	8.34	2.20	754.8		COLTON		64.5	3.17	5.17	12.05
11.23	8.48	2.45	761.8		RIVERSIDE		57.5	3.05	5.05	11.50
		3.30	781.5		ONTARIO		37.8			11.20
12.03	9.20	3.48	787.3		POMONA		32.0	2.35	4.35	11.07
12.40	9.55	4.30	813.6		EAST LOS ANGELES		5.7	2.05	4.05	10.35
^A 1.00	^A 10.15	^A 5.00	821.0	PT	LOS ANGELES	PT	0.0	1.45	3.45	10.15
					(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. 37 September 24, 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							6.35		
	9.25		57.4		BRIGHAM CITY		21.1	6.05		
	10.10		85.1		CACHE JCT.		48.8	5.25		
	11.25		147.5		McCAMMON		111.2	4.15		
	^A 11.55		170.2		POCATELLO		213.9	3.45		
					(170.2)					
					Thru Time			(4.15)		
					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. 37 September 24, 1961	STATIONS
	277	279	311	35	6	104	10			
	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily			
P				7.30PM	6.30PM	8.15AM	7.35AM	0.0	DN-R SALT LAKE CITY YL DS SA	
DOFT WYZ	9.00PM	7.05PM						1.0	DN-R NORTH YD. YL C	
PX	9.10	7.15		7.38	6.38	8.23	7.43	5.2	NORTH SALT LAKE	
PX				7.41	6.41	8.26	7.46	8.2	D WOODS CROSS WC	
WS 73 PX	9.25	7.27		7.47	6.4 7		7.52	15.0	FARMINGTON	
CS 131 P	9.32	7.33		7.51	6.51	8.35	7.56	19.6	KAYSVILLE	
	9.36	7.36		7.53	6.53		7.58	21.8	D LAYTON NY	
WS 54 ES 115 PX	9.43	7.43		7.57	6.57		8.02	26.5	DN CLEARFIELD CF	
ES 38 PX	9.50	7.48		8.01	7.01	8.44	8.06	30.2	ROY	
P	9.59	7.55		8.06	7.06	8.48	8.11	35.3	BRIDGE JCT. YL	
CDFOPT WYZ	10.10	8.05	6.35 ³⁶ AM	8.20	7.20PM	9.05AM	8.30AM	36.3	DN-R OGDEN YL OG YD RD	
	11.15	9.00 ³⁵		8.55 ²⁷⁹					D. & R. G. W. CROSSING YL	
								37.0	S. P. JCT. YL	
119 P	11.25	9.10	6.45	9.04				37.9	HOT SPRINGS	
120 P	11.37	9.20	6.56	9.11				45.1	WILLARD	
121 P	11.45	9.27	7.04	9.16				50.3	DN BRIGHAM CITY YL BM	
WS 115 ES 66 PY	11.55PM	9.38	7.20AM	9.25				57.4	HONEYVILLE	
121 P	12.10AM	9.50		9.36				66.7	DEWEY	
123 P	12.20	9.56		9.41				72.2	WHEELON	
122 P	12.40	10.07		9.51				80.9	DN CACHE JCT. YL CJ	
WS 107 ES 65 WYZ	1.30	10.22		10.10				85.1	TRENTON	
124 P	1.57 ²⁸⁰	10.33		10.20				93.2	CORNISH	
P				10.23				96.9	WESTON	
122 P	2.20	10.43		10.28				101.4	DAYTON CN	
122 P	2.35	10.53		10.37				107.3	CLIFTON	
P				10.41				111.5	COULAM	
127 P	2.44	11.02		10.44				114.6	SWAN LAKE	
122 P	2.53	11.10		10.50				121.0	D DOWNEY DO	
122 P	3.10	11.25		11.04				131.3	VIRGINIA	
P				11.11				136.3	D ARIMO A	
123 P	3.38	11.36		11.16				141.0	DN-R McCAMMON YL MC	
125 127 IPY	3.50AM	11.50PM		11.25PM				147.5		

BLOCK SIGNALS

DOUBLE TRACK

(6.50)	(4.45)	(0.45)	(3.55)	(0.50)	(0.50)	(0.55)	Thru Time
21.6	31.1	28.1	37.7	43.6	43.6	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. 37 September 24, 1961	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	
DN-R SALT LAKE CITY YL DS SA	36.3	8.00AM	9.20AM	8.00PM	8.50PM				P
DN-R NORTH YD. YL C	35.3				5.30AM		6.20PM		DOFT 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	7.46	8.28	4.59	5.51		WS 73 PX
KAYSVILLE	16.7	7.27	8.54	7.34	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	7.27	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	5.15		CDFOPT WYZ
		6.35 ³¹¹				3.50	5.01		
D. & R. G. W. CROSSING YL	0.7								
S. P. JCT. YL	1.6	6.25				3.40	2.01	4.50	119 P
HOT SPRINGS	8.8	6.18				3.27	1.50	4.40	120 P
WILLARD	14.0	6.13				3.20	1.42	4.33	121 P
DN BRIGHAM CITY YL BM	21.1	6.05				3.10	1.30PM	4.23	WS 115 ES 66 PY
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	5.25				2.15		3.35	WS 107 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
DAYTON CN	71.0	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
D DOWNEY DO	95.0	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	4.15AM				12.40AM		2.00PM	125 127 IPY

BLOCK SIGNALS

DOUBLE TRACK

Thru Time	(3.45)	(0.50)	(0.45)	(0.50)	(4.50)	(0.45)	(4.20)
Average speed per hour	39.3	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

FIRST CLASS			Time-Table No. 37 September 24, 1961	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	
			STATIONS					
			DN-R NO. YARD YL C	35.3				DOPT WYZ
			GRANT TOWER YL	36.0				1
			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 7.10AM	A 8.05AM	A 6.00PM	P
			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	6.45	7.40	5.20	122 P
		10.27	D GARFIELD GF	768.3			5.10	125 P
			D. & R. G. W. CROSSING	767.1				AIP
			LAKE POINT	764.4				122 P
			BERDA	756.4				122 PW
		10.50AM	D WARNER DU	748.2			4.45	24 PY
			STOCKTON	742.6			4.38	131 P
			D ST. JOHN SJ	736.1			4.31	122 P
			FAUST	723.3				148 P
			PERKINSON	717.2				123 P
			LOFGREEN	709.9				37 P
			BOULTER	704.2				122 P
			D TINTIC U	698.6			3.52	122 PWYZ
			McINTYRE	691.9				23 P
			JERICHO	685.3				125 PW
			CHAMPLIN	675.0				141 P
11.15	10.00	12.15PM	LYNNDYL	665.9	4.55	5.45	3.13	116 PWY
			STRONG	658.2				122 P
11.30PM	12.35		DN DELTA AK	649.4	4.40		2.55	123 PY
			VAN	639.9				122 P
			CLEAR LAKE	631.0				122 P
			NEELIS	625.9				23 P
			BLOOM	617.5				22 P
			CRUZ	609.6				23 P
			BLACK ROCK	599.4				23 P
			NEAD	589.7				22 P
			MURDOCK	585.1				22 P
12.30AM	11.12PM	1.50PM	DN-R MILFORD YL FD	576.8	3.40AM	4.33AM	1.45PM	DPTWYZ
			(207.2)		Daily	Daily	Daily	
(3.15) 63.7	(3.02) 68.3	(3.50) 54.0	Thru Time	(3.30) 59.2	(3.32) 58.6	(4.15) 48.8	Average speed per hour	

CENTRALIZED TRAFFIC CONTROL

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

Car Capacity of sidings, etc. See Rule 6(A) Page 18	FIRST CLASS			Time-Table No. 37 September 24, 1961	Mile Post	FIRST CLASS		
	103 Streamliner Passenger Daily	5 Passenger Daily	9 Passenger Daily			6 Passenger	10 Passenger	104 Streamliner Passenger
				STATIONS				
DPTWYZ	11.15PM	2.00PM	12.40AM	DN-R MILFORD YL FD	576.8	A 1.35PM	A 3.30AM	A 4.30AM
123 P				UPTON	571.7			
122 P				THURMO	561.6			
122 P				NADA	554.8			
122 P				LATIMER	550.5			
122 188 PY		2.45		D LUND UN	541.4	1.00		
122 P				ZANE	531.5			
122 P				BERYL	526.7	12.43		
122 P				HEIST	515.8			
122 122 PY		3.20		D MODENA NA	509.8	12.28PM		
122 P				UVADA	501.2			
126 PY				CRESTLINE	493.7			
122 P				BROWN	489.3			
123 P				ACOMA	484.6			
148 P				ISLEN	475.3			
44 P				LITTLE SPRINGS	472.3			
84 P				MINTO	468.4			
122 P				ECULES	464.3			
ES 118 DP-WS116 YW	1.16AM	4.50	3.20	DN CALIENTE YL CS	459.5	11.00AM	1.12AM	2.24AM
124 P				ETNA	454.5			
122 P				STINE	449.9			
122 P				BOYD	444.9			
122 P				ELGIN	438.4	10.15		
146 P				KYLE	434.5			
121 P				LIEPPI	429.1			
101 76 PW				CARP	419.1			
124 P				VIGO	413.5			
68 P				GALT	408.5			
121 P				HOYA	402.9			
136 P				ROX	397.9			
124 P				PARRIER	393.4			
123 PY		7.00		D MOAPA MA	383.1	9.07		
124 P				UTE	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			
DPTWYZ	3.55AM	8.00PM	6.05AM	DN-R LAS VEGAS YL VG	334.2	8.10AM	10.30PM	11.50PM
				(242.6)		Daily	Daily	Daily
	(4.40) 52.0	(6.00) 40.4	(5.25) 44.8	Thru Time	(5.25) 44.8	(5.00) 48.5	(4.40) 52.0	Average speed per hour

CENTRALIZED TRAFFIC CONTROL

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. 37 September 24, 1961		Mile Post	SECOND CLASS	
	307 Mixed	305 Mixed		308 Mixed	306 Mixed			
	Daily Except Sunday	Daily Except Sunday						
		2.00 ^{AM}	0.0	LN-R	SALT LAKE CITY SA YL C	36.3		A 12.15 ^{AM}
		2.06	1.3		EIGHTH SOUTH ST. YL	37.6		12.05 ^{AM}
			2.1		D. & R. G. W. CROSSING YL	38.4		
			3.4		D. & R. G. W. CROSSING YL	39.7		
75	P	2.20	4.7		HUSLERS YL	41.0		11.50 ^{PM}
44	P	f 2.30	7.3	D	MURRAY YL FN	43.6		f 11.40
36	P	2.35	7.9		FALLAS YL	44.2		11.35
	AI		11.4		D. & R. G. W. GAUNTLET	47.7		
102	P	f 2.50	12.6		SANDY	48.9		f 11.20
46	P	s 3.05	17.1	D	DRAPER A	782.9		s 11.10
WS 71 ES 68	P	f 3.25	24.5		MOUNT	775.5		f 10.50
71	PY	f 3.45	29.0		CUTLER	771.0		f 10.30
29	P	f 4.05	30.5	D	LEHI HI	769.5		f 10.20
48	P	f 4.15	33.5	D	AMERICAN FORK AF	766.5		f 10.00
71	P	f 4.35	36.5	D	PLEASANT GROVE GO	763.5		f 9.40
	P		38.7		PIPEMILL YL	761.3		
102	P	f 4.45	42.0	D	GENEVA YL G	758.0		f 9.20
	AI		42.7		D. & R. G. W. CROSSING	757.3		
CDPT WZ		11.00 ^{AM} A 5.15 ^{AM}	47.3	DN-R	PROVO YL UR Y	752.7	A 6.20 ^{PM}	9.00 ^{PM}
	P	f 11.10	52.0		SPRINGVILLE	748.0	f 6.09	
27	P	s 11.25	55.6	D	SPANISH FORK SF	744.4	f 6.03	
109	P	s 11.45 ^{AM}	63.2	D	PAYSON CN	736.8	f 5.52	
125	P	f 12.25 ^{PM}	78.0		STARR	722.0	f 5.27	
124	PY	s 1.05	89.2	D	NEPHI NI	710.8	s 5.10	
125	P	f 1.35	103.7		JUAR	696.3	f 4.45	
123	P	f 2.15	118.9		PARLEY	681.1	f 4.15	
	PWY	A 3.00 ^{PM}	134.1		LYNNDYL YL	665.9	3.45 ^{PM}	
					(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		Mile Post	Time-Table No. 37 September 24, 1961		Mile Post	SECOND CLASS	
	417 Local Freight			418 Local Freight				
	Daily Except Sunday			Daily Except Sunday				
		7.00 ^{AM}	0.0	D-R	LUND YL UN	0.0	A 1.45 ^{PM}	
122 188	PY	7.20	9.4		AVON	9.4	1.27	
	YZ	s 7.45	10.9	D-R	IRON SPRINGS YL GS	20.3	s 1.05	
Loop 44		A 8.20 ^{AM}	12.2	D-R	CEDAR CITY YL CD	32.5	12.30 ^{PM}	
			(32.5)				Daily Except Sunday	
		(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	Time-Table No. 37 September 24, 1961		Mile Post
	STATIONS		
	123	PY D	
11		NARROWS	5.1
9		LOGANDALE	10.2
11		OVERTON	14.8
	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. 37 September 24, 1961		Mile Post	SECOND CLASS	
	403 Local Freight			404 Local Freight				
	Monday Wednesday Friday			Monday Wednesday Friday				
ES 118 WS 116 DPY		7.30 ^{AM}	0.0	DN-R	CALIENTE YL CS	0.0	A 2.45 ^{PM}	
27		f 8.20	14.5		PANACA	14.5	f 1.30	
	Y	A 9.45 ^{AM}	18.2	D	PIOCHE YL RM	32.7	12.01 ^{PM}	
			(32.7)				Monday Wednesday Friday	
		(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. 37				Mile Post	SECOND CLASS	
	303	September 24, 1961					304	
	Daily Except Sunday	STATIONS					Mixed	
	DPWYZ	5.30AM	DN-R	CACHE JCT. YL Q	0.0	A	3.00PM	
	8			PETERSBORO (Spur) 4.8	4.8			
	37	f 5.55		MENDON 3.8	8.6	f	2.15	
	15	P f 6.15	D	WELLSVILLE 5.2	13.8	f	1.55	
	24			HILLS 0.7	14.5			
	23	f 6.30		HYRUM 3.1	17.6	f	1.30	
	11			HOLT 2.6	20.2			
	50	PYZ s 6.55	D	LOGAN 3.9 YL Q	24.1	s	1.10	
	17			GREENVILLE 2.3	26.4			
	18	P f 7.22	D	SMITHFIELD 5.1 YL	31.5	f	12.30	
	33	P f 7.45	D	RICHMOND 5.9 YL	37.4	f	12.01PM	
				LEWISTON (Spur) 4.1	41.5			
	33	P f 8.25		FRANKLIN 2.3	43.8	f	11.20AM	
	25	f 8.35		WHITNEY 4.2 YL	48.0	f	11.08	
	24	Y A 9.30AM	D-R	PRESTON 2.8 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. 37				Mile Post	SECOND CLASS	
	311	September 24, 1961					312	
	Mixed	STATIONS					Mixed	
	WS 115 PY	7.30AM	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15PM	
	58	f 7.45		CORINNE 5.6	5.6	f	12.57	
	30	f 7.57		FORD 5.9	11.5	f	12.45	
	28	f 8.02		CROPLEY 2.2	13.7	f	12.40	
	48	P s 8.15	D	TREMONTON 4.1 YL	17.8	s	12.30	
	20	PY s 8.30	D	GARLAND 2.0 YL	19.8	s	12.20	
	20	f 8.46		FELDING 5.2	25.0	f	12.05PM	
	31	PY A 10.15AM	D-R	MALAD 26.5 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. 37	Mile Post	Time-Table No. 37	Mile Post	Time-Table No. 37
	September 24, 1961		September 24, 1961		September 24, 1961
	STATIONS		STATIONS		STATIONS
WS 54 PX DN	CLEARFIELD YL CP	0.0	20 Y D	GARLAND YL	0.0
	D. & R. G. W. CROSSING YL	0.3		HAWS YL	3.4
	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 cahoose 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 wrecking derricks: Derricks with 6-wheel trucks.			40
Diesel road freight or road switch locomotives.	65	65		Derricks with 4-wheel trucks.			35
Gas turbine locomotives.	65	65		For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
Diesel yard switch locomotives in road service: 1000-1100 class.	35	35	35	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
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, backing 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.	60	50
Between M.P. 43.5 and 44.6.	40	30	Marsh Valley Gravel Pit Trackage.		8
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.4 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	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	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.	Psg.	Fr.		Str.	Psg.	Fr.
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				Ute Between M.P. 379.2 and 379.6.	60	50	40
Between Las Vegas and Farrier	79	79	50	Between M.P. 380.4 and 380.9.	65	55	45
Between Farrier and M.P. 500.0 near Uvada	70	60	50	Farrier Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 500.0 near Uvada, and Milford	79	79	50	Between M.P. 394.6 and 395.9.	35	35	30
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 397.5 and 398.6.	45	35	30
Dike Between M.P. 348.4 and 351.1.	40	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	30
Apex Between M.P. 356.1 and 356.8.	50	40	30	Carp Between M.P. 425.4 and 426.2.	55	45	40
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 358.8 and 359.4.	60	50	40	Leith Between M.P. 430.0 and 455.2.	35	35	30
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Etna Between M.P. 458.4 and 458.8.	45	35	30
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20
Between M.P. 369.1 and 369.4.	70	60	50				

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.	Psg.	Fr.		Str.	Psg.	Fr.
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.			12
Mills Between M.P. 691.8 and 694.4.	40	30	25	Over crossing frog near Midvale Main St. overpass			5
Nephi (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Between M.P. 46.2 and 40.3	30	30	20
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
Provo Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	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.			
American Fork City Limits, between M.P. 765.6 and 767.5	20	20	20	Salt Lake City			

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

Table with 4 columns: Location, Miles Per Hour (Pgrr, Frt.), Location, Miles Per Hour (Pgrr, Frt.). Lists various branches like Bushnell Hospital spur, Malad Branch, Syracuse Branch, Clearfield, Thatcher Branch, Bear River Branch, Cache Valley Branch, Logan, Eureka and Silver City Branches, and Fillmore Branch.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Table listing locations and clock types, such as Salt Lake City Yardmaster's Office, Salt Lake City Switchmen's Register & Locker Room, etc.

Table with 6 columns: TIME PER MILE, MILES PER HOUR, TIME PER MILE, MILES PER HOUR, TIME PER MILE, MILES PER HOUR. Contains numerical data for clock locations.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Main table for stations not shown on schedule pages. Columns include 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. Lists subdivisions like First, Second, Third, and Provo.

(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
Downey	95.0	Team Track 12	Both	West	Nada	554.8	14	Both	East
Swan Lake	84.7	Stock 14	Both	Level	Latimer	550.7	14	Both	East
Coulam	78.3	House 56	Both	Level	Zane	531.5	14	Both	West
Clifton	75.2	21	Both	Level	Beryl	526.7	37	Both	Level
Dayton	71.0	29	Both	East	Heist	515.8	21	Both	East
Weston	65.1	27	Both	Level	Uvada	501.2	21	Both	East
Cornish	60.6	35	Both	East	Crestline	493.7	20	Both	West
Trenton	56.9	19	Both	East	Brown	489.3	13	Both	West
Wheelon	44.6	34	Both	Level	Acoma	484.6	23	Both	West
Dewey	35.9	24	Both	East	Islen	475.3	22	Both	West
Honeyville	30.4	17	Both	West	Minto	468.4	13	Both	West
Willard	14.0	33	Both	East	Eccles	464.3	14	Both	West
Hot Springs	8.8	12	Both	East	Eina	454.5	11	East	West
Roy	6.1	4	Both	West	Stine	449.4	21	Both	West
Clearfield	9.8	15	Both	West	Boyd	444.9	11	Both	West
Layton	14.5	East Spur 8	Both	West	Elgin	438.4	21	Both	West
Kaysville	16.7	West Spur 12	Both	West	Kyle	434.1	20	Both	West
Farmington	21.3	House 15	Both	East	Leith	429.1	17	Both	West
Woods Cross	28.1	No. 1 42	Both	East	Carp	419.1	9	Both	West
		No. 2 37	Both	East	Vigo	413.5	21	Both	West
		Stock 47	Both	East	Galt	408.5	19	Both	West
		Stock 12	Both	East	Hoya	402.9	20	Both	West
		13	Both	Level	Rox	397.9	19	West	West
		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	Both	East	Dry Lake	363.0	20	Both	East
		Storage 43	Both	West	Garnet	357.5	6	West	East
			Both	West	Apex	352.0	22	Both	East
			Both	West	Dike	347.0	9	East	West
			Both	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 59	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—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.