



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

TIME-TABLE
No. 38

Effective Sunday

May 12, 1963

at 12:01 A. M. MOUNTAIN TIME

Safety Always

Makes a Suggestion

FOR EMPLOYEES ONLY

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. 38 May 12, 1963	STATIONS
	277	279	311	35	6	104	10			
	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			
P				7.30 ^{PM}	6.30 ^{PM}	8.15 ^{AM}	7.35 ^{AM}	0.0	DN-R SALT LAKE CITY YL SA	
DEPT YZ	9.00 ^{PM}	7.05 ^{PM}						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	WOODS CROSS WC	
WS 73 PX	9.25	7.27		7.47	6.47		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	LAYTON NY	
WS 54 PX ES 115	9.43	7.43		7.57	6.57		8.02	26.5	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	
DEPT YZ	10.10 11.15	8.05 9.00 ³⁵	6.35 ³⁶ AM	8.20 8.55 ²⁷⁹	A 7.20 ^{PM}	A 9.05 ^{AM}	A 8.30 ^{AM}	36.3	OGDEN YL	
								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	f 6.56	9.11				45.1	HOT SPRINGS	
121 P	11.45	9.27	f 7.04	9.16				50.3	WILLARD	
WS 115 PY ES 66	11.55 ^{PM}	9.38	A 7.20 ^{AM}	s 9.25				57.4	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 DP ES 65 YZ	1.30	10.22		s 10.10				85.1	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	DAYTON	
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	DOWNEY DO	
P				11.11				136.3	VIRGINIA	
123 P	3.38	11.36		11.16				141.0	ARIMO A	
125 127 PY	A 3.50 ^{AM}	A 11.50 ^{PM}		A s 11.25 ^{PM}				147.5	McCAMMON YL MC	

BLOCK SIGNALS

DOUBLE TRACK

Thru Time (6.50) (4.45) (0.45) (3.55) (0.50) (0.50) (0.55)
Average speed per hour 21.6 31.1 28.1 37.7 43.6 43.6 39.6

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.
At Ogden, trains and engines are governed by Operating Rules and special instructions of Ogden Union Railway and Depot Co. while using their tracks.
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. 38 May 12, 1963	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	Passenger	Passenger	Time Freight	Mixed	Stock Special	
DN-R SALT LAKE CITY YL SA	36.3	A 8.00 ^{AM}	A 9.20 ^{AM}	A 8.00 ^{PM}	A 8.50 ^{PM}				P
DN-R NORTH YARD YL C	35.3					A 5.30 ^{AM}		A 6.20 ^{PM}	DFPT YZ
NORTH SALT LAKE	31.1	7.42	9.07	7.49	8.37	5.15		6.05	PX
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
LAYTON NY	14.5	7.25	8.52	7.34	8.22	4.48		5.42	
CLEARFIELD CF	9.8	7.21	8.47		8.17	4.42		5.35	WS 54 PX ES 115
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
OGDEN YL	0.0	7.05 6.35 ³¹¹	8.30 ^{AM}	7.15 ^{PM}	8.00 ^{PM}	4.20 3.50	A 2.15 ^{PM}	5.15 5.01	DFPT YZ
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	f 1.50	4.40	120 P
WILLARD	14.0	6.13				3.20	f 1.42	4.33	121 P
BRIGHAM CITY YL BM	21.1	s 6.05				3.10	1.30 ^{PM}	4.23	WS 115 PY ES 66
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
CACHE JCT. YL CJ	48.8	s 5.25				2.15		3.35	WS 107 DP ES 65 YZ
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	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
DOWNEY DO	95.0	s 4.34				1.05		2.25	122 P
VIRGINIA	100.0	4.27							P
ARIMO A	104.7	4.22				12.52		2.12	123 P
McCAMMON YL MC	111.2	s 4.15 ^{AM}				12.40 ^{AM}		2.00 ^{PM}	125 127 PY

BLOCK SIGNALS

DOUBLE TRACK

Thru Time (3.45) (0.50) (0.45) (0.50) (4.60) (0.46) (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.
At Ogden, trains and engines are governed by Operating Rules and special instructions of Ogden Union Railway and Depot Co. while using their tracks.
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			Distance From Salt Lake City	Time-Table No. 38 May 12, 1963	Mile Post	FIRST CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
9 Passenger Daily	103 Passenger Daily	5 Passenger Daily				10 Passenger	104 Passenger	6 Passenger	
			0.0	STATIONS					
			0.7	DN-R NO. YARD YL C	35.3			DPT YZ	
			2.3	GRANT TOWER YL	36.0			PI	
			4.4	WEST. PAC. CROSSING YL	781.3			AIP	
				BUENA VISTA	779.2			122 P	
9.15PM	8.10PM	10.00AM	0.0	DN-R SALT LAKE CITY YL SA	36.3	A 7.10AM	A 8.05AM	A 6.00PM	
			1.3	EIGHTH SO. ST. YL	37.6			P	
			1.5	D. & R. G. W. CROSSING YL	37.8			AIP	
			1.7	D. & R. G. W. CROSSING YL	38.0			AIP	
			4.8	BUENA VISTA	779.2	6.45	7.40	5.20	
		10.27	15.7	D GARFIELD GF	768.3			125 P	
			16.9	D. & R. G. W. CROSSING	767.1			AIP	
			19.6	LAKE POINT	764.4			122 P	
			27.6	ERDA	756.4			122 P	
		10.50AM	35.8	D WARNER DU	748.2			124 PY	
			41.4	STOCKTON	742.6			131 P	
			47.9	D ST. JOHN SJ	736.1			122 P	
			60.7	FAUST	723.3			143 P	
			66.8	PERKINSON	717.2			123 P	
			74.1	LOUGREEN	709.9			137 P	
			79.8	BOULTER	704.2			122 P	
			85.4	D TINTIC U	698.6			122 PYZ	
			92.1	McINTYRE	691.9			123 P	
			98.7	JERICHO	685.3			125 P	
			109.0	CHAMPLIN	675.0			141 P	
11.15	10.00	12.15PM	118.1	LYNNDYL	665.9	4.55	5.45	116 PY	
			125.8	STRONG	658.2			122 P	
11.30PM		12.35	134.6	DN DELTA AK	649.4	4.40		123 PY	
			144.1	VAN	639.9			122 P	
			153.0	CLEAR LAKE	631.0			122 P	
			158.1	NEELS	625.9			123 P	
			166.5	BLOOM	617.5			122 P	
			174.4	CRUZ	609.6			123 P	
			184.6	BLACK ROCK	599.4			123 P	
			194.3	READ	589.7			122 P	
			198.9	MURDOCK	585.1			122 P	
12.30AM	11.12PM	1.50PM	207.2	DN-R MILFORD YL FI	576.8	3.40AM	4.33AM	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	68.6	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			Distance From Salt Lake City	Time-Table No. 38 May 12, 1963	Mile Post	FIRST CLASS		
103 Passenger Daily	5 Passenger Daily	9 Passenger Daily				6 Passenger	10 Passenger	104 Passenger
			207.2	STATIONS				
			212.3	DN-R MILFORD YL FD	576.8	A 1.35PM	A 3.30AM	A 4.30AM
			222.4	UPTON	571.7			
			229.2	THERMO	561.6			
			233.5	NABA	554.8			
			242.6	LATIMER	550.5			
		2.45	242.6	D LUND UN	541.4	1.00		
			252.5	ZANE	531.5			
			257.3	BERYL	526.7	12.43		
			268.2	HEIST	515.8			
		3.20	274.2	D MODENA NA	509.8	12.28PM		
			282.8	UVADA	501.2			
			290.3	CRESTLINE	493.7			
			294.7	BROWN	489.3			
			299.4	ACOMA	484.6			
			308.7	ISLEN	475.3			
			311.7	LITTLE SPRINGS	472.3			
			315.6	MIN'TO	468.4			
			319.7	ECCLES	464.3			
1.16AM	4.50	3.20	324.5	DN CALIENTE YL CS	459.5	11.00AM	1.12AM	2.24AM
			329.5	ETNA	454.5			
			334.1	STINE	449.9			
			339.1	BOYD	444.9			
			345.6	ELGIN	438.4	10.15		
			349.5	KYLE	434.5			
			354.9	LEITH	429.1			
			364.9	CARP	419.1			
			370.5	VIG	413.5			
			375.5	GALT	408.5			
			381.1	HOYA	402.9			
			386.1	ROX	397.9			
			390.6	FARRIER	393.4			
		6.45	400.9	D MOAPA MA	383.1	9.07		
			410.5	UTE	373.5			
			421.0	DRY LAKE	363.0			
			426.5	GARNET	357.5			
			432.0	APEX	352.0			
			437.0	DIKE	347.0			
			445.3	WANN	338.7			
			449.8	DN-R LAS VEGAS YL VG	334.2	8.10AM	10.30PM	11.50PM
				(242.6)		Daily	Daily	Daily

(4.40)	(6.00)	(6.25)	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			
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 38 May 12, 1963	Mile Post	SECOND CLASS				
305 Mixed Daily Except Sunday							306 Mixed				
Car Capacity of sidings, etc. See Rule 6(A) Page 18											
	DFTT YZ		2.00AM	0.0	DN-R	SALT LAKE CITY YL SA	36.3	A	12.15AM		
			2.06	1.3		EIGHTH SOUTH ST. YL	37.6		12.05AM		
	IP			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		11.50PM		
44	P	f	2.30	7.3	D	MURRAY YL FN	43.6	f	11.40		
36	P		2.35	7.9		PALLAS YL	44.2		11.35		
	AI			11.4		D. & R. G. W. GANTLET	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		
43	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				
	P	f	4.45	42.0	D	GENEVA YL G	758.0	f	9.20		
	AI			42.7	U	D. & R. G. W. CROSSING	757.3				
	DPT Z	A	5.15AM	47.3	U	DN-R PROVO YL UR VO	752.7		9.00PM		
	P			52.0		SPRINGVILLE	748.0				
27	P			55.6	D	SPANISH FORK SF	744.4				
109	P			63.2	D	PAYSON CN	736.8				
126	P			78.0		STARR	722.0				
124	PY			89.2	D	NEPHI NI	710.8				
126	P			103.7		JUAB	696.3				
123	P			118.9		PARLEY	681.1				
	PY			134.1		LYNNDYL YL	665.9				
						(134.1)			Daily Except Saturday		
		(3.15) 14.6	Thru Time			(3.15) 14.6	Average speed per hour				

Eastward 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				CEDAR CITY BRANCH				EASTWARD				Westward Iron Mountain Branch Eastward			
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 38 May 12, 1963	Mile Post	SECOND CLASS								
417 Local Freight Daily Except Sunday							418 Local Freight								
Car Capacity of sidings, etc. See Rule 6(A) Page 18															
122 138	PY		7.00AM	0.0	D-R	LUND YL UN	0.0	A	1.45PM			PYZ	D-R	IRON SPRINGS YL GS	0.0
132	P		7.20	9.4		AVON	9.4		1.27					DESERT MOUND	4.5
	PYZ	s	7.45	20.3	D-R	IRON SPRINGS YL GS	20.3	s	1.05			PY		COMSTOCK	10.9
Loop 44		A	8.20AM	32.5	D-R	CEDAR CITY YL CD	32.5		12.30PM			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. 38 May 12, 1963				
Car Capacity of sidings, etc. See Rule 6(A) Page 18			Mile Post	
123	PY	D	MOAPA MA	0.0
11			NARROWS	5.1
9			LOGANDALE	10.2
11			VERTON	14.8
	Y		MEAD LAKE (Spur)	16.7
			(16.7)	

WESTWARD				PIOCHE BRANCH				EASTWARD				Westward FILLMORE BRANCH Eastward			
SECOND CLASS				Distance from Salt Lake City	Time-Table No. 38 May 12, 1963	Mile Post	SECOND CLASS								
403 Local Freight Monday Wednesday Friday							404 Local Freight								
Car Capacity of sidings, etc. See Rule 6(A) Page 18															
ES 118 WS 116 E. Drill 108 DPY			7.30AM	0.0	DN-R	CALIENTE YL CS	0.0	A	2.45PM	123 188	PY	DN	DELTA YL AK	0.0	
27		f	8.20	14.5		PANACA	14.5	f	1.30	10			GREENWOOD (Spur)	21.7	
	Y	A	9.45AM	32.7	D	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. 38				Mile Post	SECOND CLASS
	303	May 12, 1963					304
	Daily Except Sunday	STATIONS					Daily Except Sunday
	DPYZ	5.30 ^{AM}	DN-R	CACHE JCT. YL CJ	0.0	A	3.00 ^{PM}
	37	f 5.55		MENDON	8.6	f	2.15
	15	P f 6.15	D	WELLSVILLE WV	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	a	1.10
	17			GREENVILLE	26.4		
	18	P f 7.22	D	SMITHFIELD YL SM	31.5	f	12.30
	33	P f 7.45	D	RICHMOND YL RN	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		WHITNEY YL	48.0	f	11.08
	24	Y A 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. 38				Mile Post	SECOND CLASS
	311	May 12, 1963					312
	Daily Except Sunday	STATIONS					Daily Except Sunday
	WS 115 PY ES 66	7.30 ^{AM}	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15 ^{PM}
		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 MU	17.8	a	12.30
	20	PY s 8.30	D	GARLAND YL AJ	19.8	a	12.20
	20	f 8.46		FIELDING	25.0	f	12.05 ^{PM}
	31	PY A 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. 38		Mile Post	Time-Table No. 38		Mile Post	Time-Table No. 38		Mile Post			
	May 12, 1963			May 12, 1963			May 12, 1963					
	STATIONS			STATIONS			STATIONS					
	WS 64 CS 115	PX DN	CLEARFIELD YL CJ	0.0	20	Y D	GARLAND YL AJ	0.0	48	PD	TREMONTON YL MU	0.0
			D. & R. G. W. CROSSING YL	0.3			HAWS YL	3.4			SUNSET YL	5.1
	11		BAARNES 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 "Psgr."—Train with Diesel locomotive and all passenger train equipment.
 Designation "Frnt."—Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
 Referring to Rule 10(J): Where two or three speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above, lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

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

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frnt.		Psg.	Frnt.
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	Arimo Between M.P. 107.4 and 107.7.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.4 and 47.2.	30	30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
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	
	Psg.	Frnt.		Psg.	Frnt.
Maximum speed.	79	60	Farmington Between M.P. 22.3 and 22.5.	70	55
Trains consisting of 50% or more ore.		30	Between M.P. 26.6 and 26.8.	70	55
Kaysville Between M.P. 20.9 and 21.2.	70	55	North Yard Between M.P. 34.8 and 34.9.	40	25
			Between M.P. 34.9 and passenger station.	25	15

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

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

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	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Erda		
All freight trains operated to or from Provo Subdivision between Lynndyl and Milford.		50	Between M.P. 757.1* and 758.9 (See Note).	55	40
Milford			Between M.P. 760.9 and 761.9.	70	55
Between M.P. 576.5* and 577.2 (See Note).	20	20	Between M.P. 762.8 and 763.3.	65	50
Between M.P. 577.5 and 579.1.	70	50	Lake Point		
Delta			Kennecott Copper Co. Highline Trackage.		15
Between M.P. 651.4 and 651.6.	70	55	Between M.P. 767.2 and 767.5.	70	55
Between M.P. 655.8 and 656.4.	70	55	Garfield		
Lynndyl			Between M.P. 770.1 and 770.5.	70	55
Between M.P. 665.7* and 665.9* (See Note).	70	55	Buena Vista		
Champlin			Between MP 779.2** and 779.6 (See Note).	70	55
Between M.P. 678.9 and 679.2.	65	50	Freight Line Between Buena Vista and Redwood Road.	30	30
Between M.P. 680.5 and 681.0.	60	45	Salt Lake City		
Between M.P. 682.5 and 684.5.	60	45	Freight Line Between Redwood Road and Grant Tower.	20	20
Jericho			Within Grant Tower Interlocking Limits.	15	15
Between M.P. 685.6 and 689.0.	60	45	When pushing cars between Fifth North and Twenty-First South Streets.		5
Tintic			Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Between M.P. 699.6 and 699.9.	70	55	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
Between M.P. 702.1 and 703.8.	70	55	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Boulter			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.		
Between M.P. 705.8 and 715.9.	55	40			
Pehrson					
Between M.P. 719.6 and 721.0.	60	45			
St. John					
Between M.P. 742.1 and 744.1.	55	40			
Warner					
Between M.P. 754.2 and 755.6.	60	45			

THIRD SUBDIVISION
Between Las Vegas and Milford

Maximum Speed	79	60	Ute		
Between Las Vegas and Farrier.			Between M.P. 379.2 and 379.6.	60	45
Between Farrier and M.P. 500.0 near Uvada.	70	50	Between M.P. 380.4 and 380.9.	65	50
Between M.P. 500.0, near Uvada, and Milford.	79	60	Farrier		
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolime or Apex		45	Between M.P. 394.0 and 394.2.	60	45
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	Between M.P. 394.6 and 395.9.	35	30
Las Vegas			Between M.P. 397.5 and 398.6.	40	30
Between M.P. 333.2 and 335.0.	20	20	Hoya		
Dike			Between M.P. 403.7 and 419.7.	35	30
Between M.P. 348.4 and 351.1.	40	30	Carp		
Apex			Between M.P. 425.4 and 426.2.	55	40
Between M.P. 356.1 and 356.8.	45	30	Between M.P. 427.9 and 428.2* (See Note).	55	40
Garnet			Leith		
Between M.P. 357.3 and 357.8* (See Note).	70	55	Between M.P. 430.0 and 455.2.	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	30	Etna		
Between M.P. 358.8 and 359.4.	60	45	Between M.P. 458.4 and 458.8.	45	30
Between M.P. 362.2 and 362.5* (See Note).	60	45	Caliente		
Dry Lake			Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20
Between M.P. 363.9 and 364.3.	70	55			
Between M.P. 369.1 and 369.4.	70	55			

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. 428.2	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	
	Psg.	Fr.		Psg.	Fr.
Caliente			Brown		
Between M.P. 460.0 and 460.3* (See Note).	40	30	Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	Crestline		
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 494.1 and 494.4.	40	30
Eccles			Between M.P. 495.0 and 497.3.	30	20
Between M.P. 466.0 and 466.9.	40	30	Between M.P. 497.6 and 497.9.	60	45
Minto			Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
Between M.P. 467.2 and 469.0* (See Note).	55	40	Uvada		
Between M.P. 469.1 and 477.3.	30	20	Between M.P. 502.0* and 502.5 (See Note).	70	55
Between M.P. 479.1 and 479.5.	40	30	Maximum Speed All freight trains operated to or from Cedar City Branch between Milford and Lund.		50
Between M.P. 479.8 and 480.0.	50	35	Milford		
Between M.P. 480.4 and 481.6.	30	20	Between M.P. 576.5* and 577.2 (See Note).	20	20
Acoma					
Between M.P. 484.4* and 486.6 (See Note).	60	45			
Between M.P. 486.8 and 488.7.	30	25			

PROVO SUBDIVISION
Between Lynndyl and Salt Lake City

Maximum speed.	50	40	Lehi		
Between Geneva and Sandy.		30	City Limits, between M.P. 768.7 and 771.1.	30	30
Lynndyl			Sugar Factory Trackage west of stockyards.		5
Between M.P. 665.7 and 666.0.	15	15	Cutler		
Between M.P. 666.0 and 667.3.	40	20	Between M.P. 773.4 and 778.1.	35	25
Between M.P. 674.8 and 676.4.	40	40	Draper		
Between M.P. 676.4 and 677.7.	20	20	Between M.P. 780.8 and 782.7.	40	25
Between M.P. 677.7 and 686.2.	30	25	Sandy		
Mills			Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 691.8 and 694.4.	40	25	D&RGW Gamlet Track, M.P. 47.7.	20	20
Nephi (See Note)			Atwood		
City Limits, between M.P. 710.0 and 711.8**.	20	20	Midvale Smelter Trackage.		12
Santaquin			Over crossing frog near Midvale Main St. overpass.		5
Between M.P. 732.6 and 733.5.	40	25	Between M.P. 46.2 and 40.3.	30	20
Provo			(See Note).		
Between M.P. 751.8 and 758.5.	20	20	Between M.P. 40.3* and Salt Lake City.	15	15
Geneva			Salt Lake City		
Over Road Crossings in Steel Plant.	15		When pushing cars between Fifth North and Twenty-First South Streets.		5
Pleasant Grove			Between Second South and Ninth South Streets.	12	12
City Limits, between M.P. 762.9 and 764.0.	20	20	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			

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. 469.0		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		
Malad Branch.		30	Between Lund and Iron Springs.	45	35
Syracuse Branch.		15	Between Iron Springs and Cedar City.	30	30
Clearfield			Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
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		
Bear River Branch.		10	Between Iron Springs and M.P. 5.50.		20
Cache Valley Branch			Between M.P. 5.50 and Iron Mountain.		15
Maximum Speed.		35	Pioche Branch		
Between M.P. 13.6 and 13.9.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 17.7 and 18.0.		15	Between M.P. 17.0 and 22.5.		10
Logan			Between M.P. 22.5 and 25.5.		20
Anderson Coach Spur.		4	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.9 and 44.0.		25	Prince Branch.		
Eureka and Silver City Branches.		12	Between M.P. 0.0 and 7.5.		15
Eureka, within city limits.		6	Between M.P. 7.5 and 8.7.		5
Fillmore Branch.			Caselton Spur.		10
Maximum Speed		30	Mead Lake 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).			Maximum Speed.		25
			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 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

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				
Oxford	81.3	Elevator Spur 15	East	Level	Logan Sugar				
Beers	72.3	9	East	East	Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	22	West	East	Mill Spur	44.4	13	West	East
Anderson	63.7	15	Both	East					
Morton	58.2	15	Both	Level	Malad Branch				
Cottle	55.7	24	Both	East	Chase	3.9	27	West	Level
Collinston	40.1	9 P	West	East	Woodruff	40.5	7	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry	17.2	Old Siding 54 P	Both	Level	Eureka Branch				
		Team Track 24	Both	Level	Eureka	3.5	Yard	Both	East
Harrisville	4.7	28 P	Both	Level					
Browning	2.7	27	Both	West	Silver City Branch				
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Silver City	2.4	9	Both	East
Layton Sugar									
Factory Spur	13.8	33 X	East	East	Cedar City Branch				
Fry Roofing	28.8	20	Both	East	Kaiser	22.5	85	Both	East
Sure Seal	29.2	27	Both	East	Stock Yards	29.9	Stock Track 26	West	East
Pioneer	29.7	95	Both	East			Stock Spur 0.5 Mi.	West	East
Becks	32.9	Old Siding 81 P	Both	East					
		Advance Track 68	Both	East					
Second Subdivision					Prince Branch				
Industrial Center					Caselton	6.5	Yard	East	West
Spur	779.9	43 P	West	East	Prince	8.6	3	Both	West
Bauer	744.8	31 P	Both	East					
Clover	732.8	Govt. Yard PY	East	East	Mead Lake Branch				
Oasis	644.4	31 P	Both	West	Standard Oil Co....	3.1	6	East	East
Borden	620.9	3 P	West	East	Arrowhead	3.3	20	West	East
Pumice	604.8	14 P	Both	East	Seven Arrow				
					Gypsum	9.3	7	East	West
Third Subdivision					Amber	9.5	5	East	West
Barclay	478.7	17 P	East	West	Virgin	12.8	6	Both	West
Arrolime	353.8	32 P	Both	East	Glassand	13.7	25	West	West
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	14	West	East					
Fire Clay Spur	42.9	54	West	East					
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					
Clyde	759.4	13	West	West					
Gatex	756.1	Industrial Spur	Both	West					
Ironton	754.1	110	Both	West					
Benjamin	741.6	25 P	Both	West					
Santaquin	730.7	7	West	East					
Mills	689.3	18 P	East	West					
Soma	679.0	12 P	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
		NewTeamTrack6	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	Springville	748.0	29	Both	East
Faust	723.3	33	Both	East	Spanish Fork	744.4	18	Both	East
Pehrson	717.2	14	Both	East	Starr	722.0	15	West	West
Lofgreen	709.9	22	Both	East	Juab	696.3	32	Both	West
Boulter	704.2	21	Both	East					
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	SugarSpur 1.46Mi.	West	East
Van	639.9	22	Both	West					
Clear Lake	631.0	22	Both	East	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Beet Track 67	East	Level
Bloom	617.5	22	Both	Level			Stock 22	Both	Level
Cruz	609.6	23	Both	Level			House 13	West	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;
- 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.

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.
51"	70.6				