



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

**TIME-TABLE
No. 39**

Effective Sunday

April 12, 1964

at 12:01 A. M. MOUNTAIN TIME

Safety Always

Makes a Suggestion

FOR EMPLOYEES ONLY

G. A. CUNNINGHAM **J. BOWEN**
 General Manager General Superintendent Transportation
C. C. LARKIN, Superintendent,
Salt Lake City, Utah

R. L. RICHMOND, Ass't Superintendent
 Salt Lake City, Utah
 A. E. STRAND, Terminal Superintendent
 Salt Lake City, Utah
 N. D. NELSON, Trainmaster.....Salt Lake City, Utah
 J. B. ROBERTS, Trainmaster.....Milford, Utah
 J. A. SCHELLHORN, Master Mechanic
 Salt Lake City, Utah
 H. A. WILLIAMS, Road Foreman of Engines
 Salt Lake City, Utah
 M. D. FICKEL, Road Foreman of Engines
 Salt Lake City, Utah
 C. F. BAILEY, Road Foreman of Engines
 Salt Lake City, Utah
 T. E. ACKLIN, 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 CourtesySalt 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
 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
 S. E. EXSTER, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

Third Subdivision and Branches
Caliente to Las Vegas

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

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

NAME	TITLE	PLACE
L. J. Taufer.....	District Surgeon.....	Salt Lake City.
R. R. Merrell.....	District Surgeon.....	Pocatello.
D. L. Gamette.....	District Surgeon.....	Los Angeles.
K. E. Noyes.....	Surgeon.....	American Fork.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clarke.....	Physician.....	Bountiful.
G. C. Dils.....	Surgeon.....	Caliente.
L. V. Broadbent.....	Surgeon.....	Cedar City.
R. W. Farnsworth.....	Surgeon.....	Cedar City.
M. J. Corry.....	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.
O. S. Budge.....	Surgeon.....	Logan.
G. W. Gasser.....	Surgeon.....	Logan.
O. W. Budge.....	Surgeon.....	Logan.
J. Clare Hayward.....	Surgeon.....	Logan.
R. O. Porter.....	Oculist & Aurist.....	Logan.
O. H. Mabey.....	Surgeon.....	Malad.
E. N. Davie.....	Surgeon.....	Milford.
D. A. Symond.....	Surgeon.....	Milford.
John M. Ball.....	Surgeon.....	Murray.
F. H. Beckstead.....	Surgeon.....	Nephi.
J. G. Steele.....	Surgeon.....	Nephi.
K. A. Stratford.....	Division Surgeon.....	Ogden.
Harold V. DeMars.....	Ear, Nose & Throat.....	Ogden.
F. W. Seager.....	Surgeon.....	Ogden.
C. D. Michaelson.....	Surgeon.....	Ogden.
I. H. Moncrief.....	Surgeon.....	Ogden.
G. F. Kearns.....	Surgeon.....	Ogden.
C. S. Feeny.....	Physician.....	Ogden.
R. W. Pugmire.....	Oculist.....	Ogden.
G. H. Lowe.....	Physician.....	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.
R. E. Ostler.....	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.
S. N. Clark.....	Oculist & Aurist.....	Provo.
J. J. Weight.....	Surgeon.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
L. J. Taufer.....	District Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurist.....	Salt Lake City.
Alan S. Crandall.....	Oculist.....	Salt Lake City.
B. J. Fairbanks.....	Oculist & Aurist.....	Salt Lake City.
H. L. Pearse.....	Surgeon.....	Salt Lake City.
R. H. Anderson.....	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.
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. 39 April 12, 1964			Mile Post	FIRST CLASS		
	103 Passenger Daily	5 Passenger Daily		STATIONS				104 Passenger	6 Passenger	
	7.30	8.30	0.0	MT	OGDEN	MT	0.0	^A 8.30	^A 7.20	
	8.20	9.20	36.3		SALT LAKE CITY		36.3	7.35	6.30	
	8.45	10.00					784.0	7.10	6.00	
	10.40	12.15	154.4		LYNN DYL		665.9	4.35	3.13	
	12.10	2.00	243.5		MILFORD		576.8	3.20	1.45	
		2.45	278.9		LUND		541.4		1.00	
	2.40	4.50	360.8		CALIENTE		459.5	12.55	11.00	
	5.30	8.00		MT	LAS VEGAS	MT		10.20	8.10	
	4.50	7.25	486.1	PT		PT	334.2	9.00	6.50	
	7.55	11.25	657.1		YERMO		163.2	5.55	3.00	
	8.20	11.55	670.5		BARSTOW		150.1	5.35	2.30	
	10.30	2.10	751.3		SAN BERNARDINO		67.3	3.30	12.25	
		2.20	754.8		COLTON		64.5		12.05	
	11.00	2.45	761.8		RIVERSIDE		57.5	3.02	11.50	
		3.23	781.5		ONTARIO		37.8		11.20	
	11.35	3.50	787.3		POMONA		32.0	2.27	11.07	
	12.10	4.30	813.6	EAST	LOS ANGELES		5.7	1.55	10.35	
	^A 12.30	^A 5.00	821.0	PT	LOS ANGELES	PT	0.0	1.30	10.15	
					(821.0)			Daily	Daily	
	(18.00)	(21.30)			Thru Time			(18.00)	(20.05)	
	45.6	38.2			Average speed per hour			45.6	40.9	

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 39 April 12, 1964			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)			Daily		
	(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. 39 April 12, 1964
	277	279	311	35	6	104		
	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Daily		
P				7.30PM	6.30PM	7.35AM	0.0	STATIONS
DPPT YZ	9.00PM	7.05PM					1.0	DN-R SALT LAKE CITY YL DS SA 1.0
PX	9.10	7.15		7.38	6.38	7.43	5.2	DN-R NORTH YARD YL C 4.2
PX				7.41	6.41	7.46	8.2	NORTH SALT LAKE 3.0
WS 73 PX	9.25	7.27		7.47	6.47		15.0	D WOODS CROSS WC 6.8
CS 131 P	9.32	7.33		7.51	6.51	7.56	19.6	FARMINGTON 4.6
	9.36	7.36		7.53	6.53		21.8	KAYSVILLE 2.2
WS 54 ES 115 PX	9.43	7.43		7.57	6.57		26.5	D LAYTON NY 4.7
ES 38 PX	9.50	7.48		8.01	7.01	8.06	30.2	DN CLEARFIELD CF 3.7
P	9.59	7.55		8.06	7.06	8.11	35.3	ROY 5.1
DFPT YZ	10.10	8.05	5.35AM	8.20	A 7.20PM	A 8.30AM	36.3	BRIDGE JCT. YL 1.0
	11.15	9.00 ³⁵		8.55 ²⁷⁹				DN-R OGDEN YL OG YD RD 0.7
							37.0	D. & R. G. W. CROSSING YL 0.9
119 P	11.25	9.10	5.45	9.04			37.9	S. P. JCT. YL 7.2
120 P	11.37	9.20	5.55	9.11			45.1	HOT SPRINGS 5.2
121 P	11.45	9.27	6.13 ³⁶	9.16			50.3	WILLARD 7.1
WS 115 ES 66 PY	11.55PM	9.38	A 6.25AM	s 9.25			57.4	DN BRIGHAM CITY YL BM 9.3
121 P	12.10AM	9.50		9.36			66.7	HONEYVILLE 5.5
123 P	12.20	9.56		9.41			72.2	DEWEY 8.7
122 P	12.40	10.07		9.51			80.9	WHEELON 4.2
WS 107 ES 65 DP YZ	1.30	10.22		s 10.10			85.1	DN CACHE JCT. YL CJ 8.1
124 P	1.57 ²⁸⁰	10.33		10.20			93.2	TRENTON 3.7
P				10.23			96.9	CORNISH 4.5
122 P	2.20	10.43		10.28			101.4	WESTON 5.9
122 P	2.35	10.53		f 10.37			107.3	DAYTON 4.2
P				10.41			111.5	CLIFTON 3.1
127 P	2.44	11.02		10.44			114.6	COULAM 6.4
122 P	2.53	11.10		10.50			121.0	SWAN LAKE 10.3
122 P	3.10	11.25		s 11.04			131.3	D DOWNEY DO 5.0
P				11.11			136.3	VIRGINIA 4.7
123 P	3.38	11.36		11.16			141.0	D ARIMO A 6.5
125 127 PY	A 3.50AM	A 11.50PM		As 11.25PM			147.5	DN-R McCAMMON YL MC 6.5
								(147.5)
	(6.50)	(4.45)	(0.50)	(3.55)	(0.50)	(0.55)		Thru Time
	21.6	31.1	25.3	37.7	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.
 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. 39 April 12, 1964	Mile Post	FIRST CLASS			SECOND CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36	5	103	280	312	278	
		Passenger	Passenger	Passenger	Time Freight	Mixed	Stock Special	
STATIONS								
DN-R SALT LAKE CITY YL DS SA 1.0	36.3	A 8.00AM	A 9.20AM	A 8.20PM				P
DN-R NORTH YARD YL C 4.2	35.3				A 5.30AM		A 6.20PM	DPPT YZ
NORTH SALT LAKE 3.0	31.1	7.42	9.07	8.04	5.15		6.05	PX
D WOODS CROSS WC 6.8	28.1	7.39	9.04	8.01	5.08		6.00	PX
FARMINGTON 4.6	21.3	7.32	8.58		4.59		5.51	WS 73 PX
KAYSVILLE 2.2	16.7	7.27	8.54		4.52		5.45	CS 131 P
D LAYTON NY 4.7	14.5	7.25	8.52	7.49	4.48		5.42	
DN CLEARFIELD CF 3.7	9.8	7.21	8.47		4.42		5.35	WS 54 ES 115 PX
ROY 5.1	6.1	7.17	8.42	7.42	4.35		5.28	ES 38 PX
BRIDGE JCT. YL 1.0	1.0	7.12	8.37	7.37	4.25		5.20	P
DN-R OGDEN YL OG YD RD 0.7	0.0	7.05	8.30AM	7.30PM	4.20	A 2.15PM	5.15	DFPT YZ
D. & R. G. W. CROSSING YL 0.9	0.7	6.35			3.50		5.01	
S. P. JCT. YL 7.2	1.6	6.25			3.40	2.01	4.50	119 P
HOT SPRINGS 5.2	8.8	6.18			3.27	f 1.50	4.40	120 P
WILLARD 7.1	14.0	6.13 ³¹¹			3.20	f 1.42	4.33	121 P
DN BRIGHAM CITY YL BM 9.3	21.1	s 6.05			3.10	1.30PM	4.23	WS 115 ES 66 PY
HONEYVILLE 5.5	30.4	5.52			2.55		4.08	121 P
DEWEY 8.7	35.9	5.47			2.47		4.01	123 P
WHEELON 4.2	44.6	5.38			2.35		3.50	122 P
DN CACHE JCT. YL CJ 8.1	48.8	s 5.25			2.15		3.35	WS 107 ES 65 DP YZ
TRENTON 3.7	56.9	5.12			1.57 ²⁷⁷		3.22	124 P
CORNISH 4.5	60.6	5.09						P
WESTON 5.9	65.1	5.05			1.47		3.11	122 P
DAYTON 4.2	71.0	f 4.59			1.38		3.01	122 P
CLIFTON 3.1	75.2	4.54						P
COULAM 6.4	78.3	4.51			1.28		2.50	127 P
SWAN LAKE 10.3	84.7	4.45			1.18		2.40	122 P
D DOWNEY DO 5.0	95.0	s 4.34			1.05		2.25	122 P
VIRGINIA 4.7	100.0	4.27						P
D ARIMO A 6.5	104.7	4.22			12.52		2.12	123 P
DN-R McCAMMON YL MC 6.5	111.2	s 4.15AM			12.40AM		2.00PM	125 127 PY
	(147.5)	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
	Thru Time	(3.45)	(0.50)	(0.50)	(4.50)	(0.45)	(4.20)	
	Average speed per hour	39.3	43.6	43.6	30.6	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. 39 April 12, 1964	Mile Post	FIRST CLASS		Car Capacity of stalling, etc. See Rule 6(A) Page 18
103 Passenger Daily	5 Passenger Daily				104 Passenger	6 Passenger	
		0.0	STATIONS				
		0.7	DN-R NO. YARD YL C	35.3			DPPT YZ
		2.3	GRANT TOWER YL	36.0			PI
		4.4	WEST. PAC. CROSSING YL	781.3			AIP
			BUENA VISTA	779.2			122 P
	8.45PM 10.00AM	0.0	DN-R SALT LAKE CITY SA YL	36.3	^ 7.10AM	A 6.00PM	P
		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	6.40	5.20	122 P
	10.27	15.7	D GARFIELD GF	768.3		5.10	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		4.45	124 PY
		41.4	STOCKTON	742.6		4.38	131 P
		47.9	D ST. JOHN SJ	736.1		4.31	122 P
		60.7	FAUST	723.3			143 P
		66.8	PERRSON	717.2			123 P
		74.1	LOPCREEN	709.9			137 P
		79.8	BOULTER	704.2			122 P
		85.4	D TINTIC U	698.6		3.52	122 PYZ
		92.1	MCINTYRE	691.9			123 P
		98.7	JERICHO	685.3			125 P
		109.0	CHAMPLIN	675.0			141 P
	10.40 12.15PM	118.1	LYNNDYL	665.9	4.35	3.13	116 PY
		125.8	STRONG	658.2			122 P
	10.55PM 12.35	134.6	DN DELTA AK	649.4	4.20	2.55	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
	12.01AM 1.50PM	207.2	DN-R MILFORD YL FD	576.8	3.20AM	1.45PM	DPPT YZ
			(207.2)		Daily	Daily	

(3.16) (3.50) Thru Time (3.50) (4.15)
63.4 54.0 Average speed per hour 54.0 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. 39 April 12, 1964	Mile Post	FIRST CLASS	
103 Passenger Daily	5 Passenger Daily				6 Passenger	104 Passenger
		207.2	STATIONS			
123 P	12.10AM	212.3	DN-R MILFORD YL FD	576.8	A 1.35PM	A 3.10AM
122 P		222.4	UPTON	571.7		
122 P		229.2	THERMO	561.6		
122 P		233.5	NADA	554.8		
122 PY		242.6	LATIMER	550.5		
122 P		252.5	D LUND UN	541.4	1.00	
122 P		257.3	ZANE	531.5		
122 P		268.2	BERYL	526.7	12.43	
122 PY		274.2	BERYL	526.7	12.28PM	
122 P		282.8	MODENA	509.8		
126 P		290.3	UVADA	501.2		
122 P		294.7	CRESTLINE	493.7		
123 P		299.4	BROWN	489.3		
133 P		308.7	ACOMA	484.6		
44 P		311.7	ISLEN	475.3		
84 P		315.6	LITTLE SPRINGS	472.3		
122 P		319.7	MINTO	468.4		
ES 118 DP-WS 116 Y E. Drill 108		324.5	ECCLES	464.3		
124 P		329.5	DN CALIENTE YL CS	459.5	11.00AM	12.55AM
122 P		334.1	ETNA	454.5		
122 P		339.1	STINE	449.9		
122 P		345.6	BOYD	444.9		
146 P		349.5	ELGIN	438.4	10.15	
121 P		354.9	KYLE	434.5		
101 P		364.9	LEITH	429.1		
124 P		370.5	CARP	419.1		
68 P		375.5	VIGO	413.5		
121 P		381.1	GALT	408.5		
136 P		386.1	HOYA	402.9		
124 P		390.6	ROX	397.9		
123 PY		400.9	FARRIER	393.4		
124 P		410.5	D MOAPA MA	383.1	9.07	
124 P		421.0	UTE	373.5		
14 P		426.5	DRY LAKE	363.0		
123 P		432.0	GARNET	357.5		
124 P		437.0	APEX	352.0		
124 P		445.3	DIKE	347.0		
		449.8	WANN	338.7		
			DN-R LAS VEGAS YL VG	334.2	8.10AM	10.20PM
			(242.6)		Daily	Daily

(5.20) (6.00) Thru Time (5.25) (4.50)
46.5 40.1 Average speed per hour 44.8 50.2

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. 39 April 12, 1964	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18
		305 Mixed Daily Except Sunday				306 Mixed		
	DEPT YZ	2.00AM	1.0	DN-R NO. YARD YL C	35.3	A	12.15AM	
	P		0.0	DN-R SALT LAKE CITY YL DS SA	36.3			
		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			
76	P	2.20	4.7	HUSLERS YL	41.0		11.50PM	
44	P	f 2.30	7.3	MURRAY YL	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	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	LEHI HI	769.5	f	10.20	
43	P	f 4.15	33.5	AMERICAN FORK AF	766.5	f	10.00	
71	P	f 4.35	36.5	PLEASANT GROVE GO	763.5	f	9.40	
	P		38.7	PIPEMILL YL	761.3			
	P	f 4.45	42.0	GENEVA YL G	758.0	f	9.20	
	AI		42.7	D. & R. G. W. CROSSING	757.3			
	DPT Z	A 5.15AM	47.3	DN-R PROVO YL UR VO	752.7		9.00PM	
	P		52.0	SPRINGVILLE	748.0			
27	P		55.6	SPANISH FORK SF	744.4			
109	P		63.2	PAYSON CN	736.8			
125	P		78.0	STARR	722.0			
124	PY		89.2	NEPHI NI	710.8			
125	P		103.7	JUAB	696.3			
123	P		118.9	PARLEY	681.1			
	PY		134.1	LYNN DYL YL	665.9			
				(135.1)			Daily Except Saturday	
		(3.15) Thru Time		(3.15)				
		14.9 Average speed per hour		14.9				

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		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Mile Post	Time-Table No. 39 April 12, 1964	Mile Post	SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 39 April 12, 1964	Mile Post	
		417 Local Freight Daily Except Sunday				418 Local Freight					
122 188	PY	7.00AM	D-R	LUND YL UN	0.0	A	1.45PM	PYZ	D-R	IRON SPRINGS YL GS	0.0
132		7.20		AVON	9.4		1.27	P		DESERT MOUND	4.5
	PYZ	s 7.45	D-R	IRON SPRINGS YL GS	20.3	s	1.05	PY		COMSTOCK	10.9
Loop 44		A 8.20AM	D-R	CEDAR CITY YL CD	32.5		12.30PM	PY	D	IRON MOUNTAIN YL MN	14.9
				(32.5)			Daily Except Sunday			(14.9)	
		(1.20) Thru Time		(1.15)							
		24.4 Average speed per hour		26.0							

Westward MEAD LAKE BRANCH Eastward			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 39 April 12, 1964		Mile Post
	STATIONS		
123	PY	MOAPA MA	0.0
11		NARROWS	5.1
		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	Time-Table No. 39 April 12, 1964		Mile Post	Time-Table No. 39 April 12, 1964	Mile Post	Time-Table No. 39 April 12, 1964		Mile Post			
		STATIONS					STATIONS				
ES 118 WS 116 E. Drill 108 DPY		DN-R	CALIENTE YL CS	0.0	123 188	PY	DN	DELTA YL AK	0.0		
			14.5					21.7			
27			PANACA	14.5	10			GREENWOOD (Spur)	21.7		
			18.2					10.5			
	Y	D	PIOCHE YL RM	32.7	28	Y	D	FILLMORE YL	32.2		
			(32.7)					(32.2)			

Eastward trains are superior to trains of the same class in the opposite direction, except that 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. 39				Mile Post	SECOND CLASS
	303	April 12, 1964					304
	Mixed						Mixed
	Daily Except Sunday	STATIONS					
	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		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	PY ^Z s 6.55	D	LOGAN YL Q	24.1	s	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. 39				Mile Post	SECOND CLASS
	311	April 12, 1964					312
	Mixed						Mixed
	Daily Except Sunday	STATIONS					
	WS ^{11.5} ES ^{6.6} PY	6.30 ^{AM}	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15 ^{PM}
	53	f 6.45		CORINNE	5.6	f	12.57
	30	f 6.57		FORD	11.5	f	12.45
	28	f 7.02		CROPLEY	13.7	f	12.40
	48	P s 7.15	D	TREMONTON YL MU	17.8	s	12.30
	20	PY s 7.30	D	GARLAND YL AJ	19.8	s	12.20
	20	f 7.46		FIELDING	25.0	f	12.05 ^{PM}
	31	PY A 9.15 ^{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. 39		Mile Post	Time-Table No. 39		Mile Post	Time-Table No. 39		Mile Post		
	April 12, 1964			April 12, 1964			April 12, 1964				
	STATIONS			STATIONS			STATIONS				
WS ⁵⁴ CS ^{11.5} PX	DN	CLEARFIELD YL CF	0.0	20	Y D	GARLAND YL AJ	0.0	48	1 D	TREMONTON YL MU	0.0
	I	D. & R. G. W. CROSSING YL	0.3			HAWES YL	3.4	19		SUNSET YL	5.1
11		BARNES YL (Spur)	2.1	17		BRADFORD YL	9.2				
		(2.1)				(9.2)				(5.1)	

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

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

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

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

Designation "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	
	Psgr.	Frnt.		Psgr.	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, unless otherwise restricted		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 road-switch 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	
	Psgr.	Frnt.		Psgr.	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. Between M.P. 110.8 and 111.2.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	McCammon		
Between M.P. 46.4 and 47.2.	30	30			
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	
	Psgr.	Frnt.		Psgr.	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	
	Psgr.	Frnt.		Psgr.	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 Between M.P. 757.1* and 758.9 (See Note).	55	40
All freight trains operated to or from Provo Subdivision between Lynndyl and Milford.		50	Between M.P. 760.9 and 761.9.	70	55
Milford 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 Kennecott Copper Co. Highline Trackage.		15
Delta 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 Between M.P. 770.1 and 770.5.	70	55
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	55	Buena Vista Between MP 779.2** and 779.6 (See Note).	70	55
Champlin 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 Freight Line Between Redwood Road and Grant Tower.	20	20
Between M.P. 682.5 and 684.5.	60	45	Within Grant Tower Interlocking Limits.	15	15
Jericho Between M.P. 685.6 and 689.0.	60	45	When pushing cars between Fifth North and Twenty-First South Streets.		5
Tintic Between M.P. 699.6 and 699.9.	70	55	Passenger Line — Between Redwood Road and D&RGW railroad crossing.	25	25
Between M.P. 702.1 and 703.8.	70	55	Passenger Line — D&RGW railroad crossing on Ninth South Street.	20	20
Boulter Between M.P. 705.8 and 715.9.	55	40	Between Passenger Station and Ninth South Streets; and Between Third West and Fourth West Streets.	12	12
Pehrson Between M.P. 719.6 and 721.0.	60	45	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	40			
Warner Between M.P. 754.2 and 755.6.	60	45			

**THIRD SUBDIVISION
Between Las Vegas and Milford**

Maximum Speed Between Las Vegas and Farrier.	79	60	Ute 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 M.P. 394.0 and 394.2.	60	45
Between Moapa and Las Vegas, trains handling traffic from Mead Lake Branch, Arrolime or Apex		45	Between M.P. 394.6 and 395.9.	35	30
All freight trains operated to or from Cedar City Branch between Milford and Lund.		50	Between M.P. 397.5 and 398.6.	40	30
Las Vegas Between M.P. 333.2 and 335.0.	20	20	Hoya Between M.P. 403.7 and 419.7.	35	30
Dike Between M.P. 348.4 and 351.1.	40	30	Carp Between M.P. 425.4 and 426.2.	55	40
Apex Between M.P. 356.1 and 356.8.	45	30	Between M.P. 427.9 and 428.2* (See Note).	55	40
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	55	Leith 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. 458.4 and 458.8.	45	30
Between M.P. 358.8 and 359.4.	60	45	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20
Between M.P. 362.2 and 362.5* (See Note).	60	45			
Dry Lake 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 Between M.P. 460.0 and 460.3* (See Note).	40	30	Brown Between M.P. 489.1 and 492.1.	50	35
Between M.P. 461.2 and 461.7.	30	20	Crestline Between M.P. 494.1 and 494.4.	40	30
Between M.P. 461.7 and 463.9.	40	30	Between M.P. 495.0 and 497.3.	30	20
Eccles Between M.P. 466.0 and 466.9.	40	30	Between M.P. 497.6 and 497.9.	60	45
Minto Between M.P. 467.2 and 469.0* (See Note).	55	40	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	50
Between M.P. 469.1 and 477.3.	30	20	Uvada 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. 576.5* and 577.2 (See Note).	20	20
Between M.P. 480.4 and 481.6.	30	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 City Limits, between M.P. 768.7 and 771.1.	30	30
Between Geneva and Sandy.		30	Sugar Factory Trackage west of stockyards.		5
Lynndyl Between M.P. 665.7 and 666.0.	15	15	Cutler Between M.P. 773.4 and 778.1.	35	25
Between M.P. 666.0 and 667.3.	40	20	Draper Between M.P. 780.8 and 782.7.	40	25
Between M.P. 674.8 and 676.4.	40	40	Sandy Between M.P. 49.0* and 46.2 (See Note).	40	30
Between M.P. 676.4 and 677.7.	20	20	D&RGW Gantlet Track, M.P. 47.7.	20	20
Between M.P. 677.7 and 686.2.	30	25	Atwood Midvale Smelter Trackage.		12
Mills Between M.P. 691.8 and 694.4.	40	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	Between M.P. 46.2 and 40.3.	30	20
Santaquin Between M.P. 732.6 and 733.5.	40	25	(See Note).		
Provo Between M.P. 751.8 and 758.5.	20	20	Between M.P. 40.3* and Salt Lake City.	15	15
Geneva Over Road Crossings in Steel Plant.		15	Salt Lake City When pushing cars between Fifth North and Twenty-First South Streets.		5
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	Between Second South and Ninth South Streets.	12	12
American Fork City Limits, between M.P. 765.6 and 767.5.	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.		

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.	Fr.		Psg.	Fr.
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
Freeport Center Area		12	Cedar City Loop Track.	10	10
Freeport Center 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	Branch				
Anderson.....	63.7	15	Both	East	Logan Sugar				
Cottle.....	55.7	24	Both	East	Factory Spur	21.7	1.0 Mile	East	Level
Collinston.....	40.1	9 P	West	East	Mill Spur	44.4	13	West	East
Bushnell.....	19.3	Spur 1.4 Mi.	East	East					
Perry.....(1).....	17.2	Old Siding 54 P	Both	Level					
		Team Track 24	Both	Level					
Randall.....	6.3	22	Both	West					
Harrisville.....	4.7	28 P	Both	Level	Malad Branch				
Browning.....	2.7	27	Both	West	Chase	3.9	27	West	Level
Lodjic.....	2.3	Spur 0.5 Mi. X	East	West	Woodruff	40.5	7	East	West
Layton Sugar									
Factory Spur	13.8	33 X	East	East					
Fry Roofing.....	28.8	20	Both	East					
Sure Seal.....	29.2	27	Both	East					
Pioneer.....	29.7	95	Both	East					
Becks.....	32.9	Old Siding 81 P	Both	East					
		Advance Track 68	Both	East					
Second Subdivision					Eureka Branch				
Industrial Center					Eureka	3.5	Yard	Both	East
Spur.....	779.9	43 P	West	East					
Bauer.....	744.8	31 P	Both	East					
Clover.....	732.8	Govt. Yard PY	East	East					
Oasis.....(2).....	644.4	31 P	Both	West					
Borden.....	620.9	3 P	West	East					
Pumice.....	604.8	14 P	Both	East					
Third Subdivision					Silver City Branch				
Barclay.....(2).....	478.7	17 P	East	West	Silver City	2.4	9	Both	East
Arrolime.....	353.8	32 P	Both	East					
Lovell.....	344.6	Spur 11 P	West	West					
		Gov't Ordnance							
Valley.....	342.4	Spur 4.0 Mi.	Both	West	Cedar City Branch				
		Old Siding 35 P	Both	West	Kaiser	22.5	85	Both	East
		Industry 14			Stock Yards	29.9	Stock Track 26	West	East
		Nellis Air Base	West	East			Stock Spur 0.5 Mi.	West	East
		Spur 2.7 Mi.							
Las Vegas Indus-									
trial Spur	337.9	33	West	East					
Provo Subdivision					Prince Branch				
Officer.....	38.9	81 P	Both	East	Caselton	6.5	Yard	East	West
Burton.....	39.5	19	Both	East	Prince	8.6	3	Both	West
Walton.....	41.1	14	West	East					
Gibbons & Reed									
Concrete Spur ..	42.5	17	East	East					
Fire Clay Spur ..	42.9	54	West	East					
Atwood.....	45.9	Team Track 14 P	Both	West					
		Spur 10	Both	West					
Cushing.....	47.5	21	Both	East					
Rideout.....	778.0	7 P	East	East					
Lehi Sugar Spur...	769.1	99	East	West					
Hardy Beet Spur..	761.8	31	West	East					
Western Ware-									
house Spur	761.5	8	West	West	Mead Lake Branch				
Bunker Spur	759.9	17	East	East	Standard Oil Co....	3.1	6	East	East
Clyde.....	759.4	13	West	West	Arrowhead	3.3	20	West	East
Gatex.....	756.1	Industrial Spur	Both	West	Seven Arrow				
Ironton.....	754.1	110	Both	West	Gypsum	9.3	7	East	West
Benjamin.....	741.6	25 P	Both	West	Amber	9.5	5	East	West
Santaquin.....	730.7	7	West	East	Virgin	12.8	6	Both	West
Mills.....	689.3	18 P	East	West	Glassand	13.7	25	West	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	Stock 35	Both	East	Crestline	493.7	20	Both	West
		Beet 12	Both	East	Brown	489.3	13	Both	West
Weston	65.1	19	Both	East	Acoma	484.6	23	Both	West
Cornish	60.6	34	Both	Level	Islen	475.3	22	Both	West
Trenton	56.9	24	Both	East	Minto	468.4	13	Both	West
Wheelon	44.6	17	Both	West	Eccles	464.3	14	Both	West
Dewey	35.9	33	Both	East	Etna	454.5	11	East	West
Honeyville	30.4	12	Both	East	Stine	449.4	21	Both	West
Willard	14.0	4	Both	West	Boyd	444.9	11	Both	West
Hot Springs	8.8	15	Both	West	Elgin	438.4	21	Both	West
Roy	6.1	East Spur 8	East	West	Kyle	434.1	20	Both	West
		West Spur 12	East	West	Leith	429.1	17	Both	West
Clearfield	9.8	House 15	West	East	Carp	419.1	9	Both	West
		No. 1 42	Both	East	Vigo	413.5	21	Both	West
		No. 2 37	Both	East	Galt	408.5	19	Both	West
Layton	14.5	Stock 47	Both	East	Hoya	402.9	20	Both	West
Kaysville	16.7	Stock 12	West	East	Rox	397.9	19	West	West
Farmington	21.3	13	Both	Level	Farrier	393.4	16	East	West
Woods Cross	28.1	Old Siding 54	Both	West	Ute	373.5	11	West	East
		Team Track 5	Both	West	Dry Lake	363.0	20	Both	East
		New Team Track 6	East	East	Garnet	357.5	6	West	East
		Storage 43	West	West	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	489	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					
Jericho	685.3	30	Both	West					
Champlin	675.0	22	Both	West					
Strong	658.2	22	Both	West					
Van	639.9	22	Both	West					
Clear Lake	631.0	22	Both	East					
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	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;
- 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				