

UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION
TIME-TABLE
No. 34

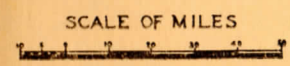
Effective Wednesday,
June 1, 1960
at 12:01 A.M. MOUNTAIN TIME

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

SOUTH CENTRAL DISTRICT

UTAH DIVISION
CORRECTED TO APRIL 26, 1959



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
R. G. JONES, 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 Engines Salt Lake City, Utah
J. B. ROBERTS, Road Foreman of Engines
Salt Lake City, Utah
C. F. BAILEY, Road Foreman of Engines
Salt Lake City, Utah
W. A. EARDENSOHN, Road Foreman of Engines
Milford, Utah
M. W. GUSTIN, Division Engineer . . Salt Lake City, Utah
M. E. BYRNE, General Roadmaster . . Salt Lake City, Utah
C. E. LUCAS, Superintendent of Safety and
Courtesy Salt Lake City, Utah
G. R. TROUTMAN, Ass't Superintendent of Safety
and Courtesy Los Angeles, California

First, Second and Third Subdivisions and Branches
McCammon to Caliente
R. D. BRINK, Chief Train Dispatcher
Salt Lake City, Utah
C. E. WEICHERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
C. W. CARTER, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. L. MAUGHAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
T. P. ROGERS, Ass't Chief Train Dispatcher
Salt Lake City, Utah
R. K. GROUSSMAN, Ass't Chief Train Dispatcher
Salt Lake City, Utah
B. F. HYDE, Ass't Chief Train Dispatcher
Salt Lake City, Utah

Third Subdivision and Branches
Caliente to Las Vegas
R. A. FORBES, Chief Train Dispatcher . . Las Vegas, Nev.
R. L. GUNDY, Ass't Chief Train Dispatcher
Las Vegas, Nev.
G. J. WILDE, Ass't Chief Train Dispatcher
Las Vegas, Nev.
J. T. HOLYOAK, Ass't Chief Train Dispatcher
Las Vegas, Nev.

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

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

MILEAGE

Main Line	762.6
Branches	266.8
Grand Total	1029.4

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS						Distance from Ogden	Time-Table No. 34 June 1, 1960			Mile Post	FIRST CLASS				
309 Passenger	9 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger	Daily		STATIONS	10 Passenger	104 Streamliner Passenger		108 Streamliner Passenger	6 Passenger	310 Passenger		
						0.0	MT OGDEN MT	0.0							
						36.3			36.3						
						154.4	SALT LAKE CITY	784.0	5.05 4.40	8.25 8.15	8.45 8.30	8.30 8.00	A 4.30		
						243.5	LYNN DYL	865.9	2.27	6.15	6.30	3.13	2.05		
						278.9	MILFORD	576.8	1.10	5.03	5.18	1.45	12.30		
						360.8	LUND	541.4				1.00	11.30		
						486.1	CALIENTE	459.5	10.42	2.54	3.09	11.00			
						657.1	MT LAS VEGAS MT PT	384.2	8.00 6.45	12.20 11.10	12.35 11.25	8.10 6.50			
						670.5	YERMO	163.2	3.30	8.20	8.35	3.00			
						751.3	BARSTOW	150.1	3.10	8.01	8.16	2.30			
						754.8	SAN BERNARDINO	67.3	1.00	6.08	6.23	12.25			
						761.8	COLTON	64.5	12.47	5.55	6.10	12.05			
						781.5	RIVERSIDE	57.5	12.35	5.43	5.58	11.50			
						787.3	ONTARIO	37.8				11.20			
						813.6	POMONA	32.0	12.05	5.15	5.30	11.07			
						821.0	EAST LOS ANGELES	5.7	11.35	4.50	5.05	10.35			
							PT LOS ANGELES PT	0.0	11.15	4.30	4.45	10.15			
							(821.0)		Daily	Daily	Daily	Daily			
(5.10) 47.0	(17.45) 46.3	(15.50) 51.9	(15.50) 51.9	(22.25) 36.6			Thru Time	(17.45) 46.3	(15.40) 52.4	(15.50) 51.9	(20.05) 40.9	(5.00) 48.5			
							Average speed per hour								

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 34 June 1, 1960			Mile Post	FIRST CLASS				
		35 Passenger	Daily		STATIONS	36 Passenger							
				0.0									
				36.3	SALT LAKE CITY	36.3	A 7.30						
				57.4	OGDEN	0.0	6.30 6.00						
				85.1	BRIGHAM CITY	21.1	5.30						
				147.5	CACHE JCT.	48.8	4.45						
				170.2	MCCAMMON	111.2	3.30						
					POCATELLO	213.9	3.00						
					(170.2)		Daily						
(4.25) 38.5							Thru Time	(4.30) 37.8					
							Average speed per hour						

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

WESTWARD

FIRST SUBDIVISION

Car Capacity of Siding, etc. See Rule 6(A) Page 18	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 34 June 1, 1960	STATIONS
	277	279	311	35	6	108	104	10			
	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday	Passenger Daily	Passenger Daily	Streamliner Daily	Streamliner Daily	Passenger Daily			
P				7.30PM	6.30PM	8.45AM	8.25AM	5.05AM	0.0	DN-R SALT LAKE CITY YL SA	
DOPT WYZ	9.00PM	7.05PM							1.0	DN-R NORTH YARD YL C	
PX	9.10	7.15		7.38	6.38	8.53	8.33	5.13	5.2	NORTH SALT LAKE	
PX				7.41	6.41	8.56	8.36	5.16	8.2	D WOODS CROSS WC	
WS 73 PX	9.25	7.27		7.47	6.47			5.22	15.0	FARMINGTON	
CS 131 P	9.32	7.33		7.51	6.51	9.05	8.45	5.26	19.6	KAYSVILLE	
	9.36	7.36		7.53	6.53			5.28	21.8	D LAYTON NY	
WS 54 ES 115 PX	9.43	7.43		7.57	6.57			5.32	26.5	DN CLEARFIELD CF	
ES 38 PX	9.50	7.48		8.01	7.01	9.14	8.54	5.36	30.2	ROY	
P	9.59	7.55		8.06	7.06	9.18	8.58	5.41	35.3	BRIDGE JCT. YL	
CDFOPT WYZ	10.10	8.05	7.30AM	8.20	7.20PM	9.35AM	9.10AM	6.00AM	36.3	DN-R OGDEN YL YD RD	
	11.15	9.00		8.55					37.0	D. & R. G. W. CROSSING YL	
119 P	11.25	9.10	7.40	9.04					37.9	S. P. JCT. YL	
120 P	11.37	9.20	f 7.50	9.11					45.1	HOT SPRINGS	
121 P	11.45	9.27	f 7.58	9.16					50.3	WILLARD	
WS 115 ES 66 PY	11.55PM	9.38	A 8.10AM	s 9.25					57.4	DN BRIGHAM CITY YL BM	
121 P	12.10AM	9.50		9.36					66.7	HONEYVILLE	
123 P	12.20	9.56		9.41					72.2	DEWEY	
122 P	12.40	10.07		9.51					80.9	WHEELON	
WS 107 ES 65 WYZ	1.30	10.22		s 10.10					85.1	DN CACHE JCT. YL CJ	
124 P	1.57	10.33		10.20					93.2	TRENTON	
P				10.23					96.9	CORNISH	
122 P	2.20	10.43		10.28					101.4	WESTON	
122 P	2.35	10.53		f 10.37					107.3	D DAYTON CN	
P				10.41					111.5	CLIFTON	
127 P	2.44	11.02		10.44					114.6	COULAM	
122 P	2.53	11.10		10.50					121.0	SWAN LAKE	
122 P	3.10	11.25		s 11.04					131.3	DN DOWNEY DO	
P				11.11					136.3	VIRGINIA	
123 P	3.38	11.36		11.16					141.0	D ARIMO A	
125 127 IPY	A 3.50AM	A 11.50PM		As 11.25PM					147.5	DN-R McCAMMON YL MC	
									(147.5)		

BLOCK SIGNALS

DOUBLE TRACK

(6.50) 21.6 (4.45) 31.1 (0.40) 31.7 (3.55) 37.7 (0.50) 43.6 (0.50) 43.6 (0.45) 48.4 (0.55) 39.6 Thru Time 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. 34 June 1, 1960	Mile Post	FIRST CLASS					SECOND CLASS			Car Capacity of Siding, etc. See Rule 6(A) Page 18
		36	5	103	107	9	280	312	278	
		Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special	
DN-R SALT LAKE CITY YL SA	36.3	A 7.30AM	A 8.55AM	A 6.40PM	A 6.55PM	A 10.05PM			P	
DN-R NORTH YARD YL C	35.3					A 5.30AM		A 6.20PM	DOPT WYZ	
NORTH SALT LAKE	31.1	7.07	8.42	6.29	6.44	9.52	5.15	6.05	PX	
D WOODS CROSS WC	28.1	7.04	8.39	6.26	6.41	9.49	5.08	6.00	PX	
FARMINGTON	21.3	6.58	8.33			9.43	4.59	5.51	WS 73 PX	
KAYSVILLE	18.7	6.54	8.29			9.39	4.52	5.45	CS 131 P	
D LAYTON NY	14.5	6.52	8.27	6.14	6.29	9.37	4.48	5.42	WS 54 ES 115 PX	
DN CLEARFIELD CF	9.8	6.47	8.22			9.32	4.42	5.35	ES 38 PX	
ROY	6.1	6.42	8.17	6.07	6.22	9.27	4.35	5.28	P	
BRIDGE JCT. YL	1.0	6.37	8.12	6.02	6.17	9.22	4.25	5.20		
DN-R OGDEN YL YD RD	0.0	6.30 6.00	8.05AM	5.55PM	6.10PM	9.15PM	4.20 3.50	A 2.15PM 5.01	CDFOPT WYZ	
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.6	5.50					3.40	2.01	4.50	
HOT SPRINGS	8.8	5.43					3.27	1.50	4.40	
WILLARD	14.0	5.38					3.20	1.42	4.33	
DN BRIGHAM CITY YL BM	21.1	s 5.30					3.10	1.30PM	4.23	
HONEYVILLE	30.4	5.14					2.55		4.08	
DEWEY	35.9	5.09					2.47		4.01	
WHEELON	44.6	4.59					2.35		3.50	
DN CACHE JCT. YL CJ	48.8	s 4.45					2.15		3.35	
TRENTON	56.9	4.27					1.57		3.22	
CORNISH	60.6	4.24					1.47		3.11	
WESTON	65.1	4.20					1.38		3.01	
D DAYTON CN	71.0	f 4.14								
CLIFTON	75.2	4.10								
COULAM	78.3	4.07					1.28		2.50	
SWAN LAKE	84.7	4.01					1.18		2.40	
DN DOWNEY DO	95.0	s 3.50					1.05		2.25	
VIRGINIA	100.0	3.43								
D ARIMO A	104.7	3.38					12.52		2.12	
DN-R McCAMMON YL MC	111.2	s 3.30AM					12.40AM		2.00PM	

BLOCK SIGNALS

Thru Time (4.00) (0.50) (0.45) (0.45) (0.50) (4.50) (0.45) (4.20)
 Average speed per hour 36.9 43.6 48.4 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. 34 June 1, 1960	Mile Post	FIRST CLASS					Car Capacity of sidings, etc. See Rate 6(A) Page 18			
309	9	107	103	5			310	10	104	108	6				
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger				
Daily					STATIONS										
10.35PM					CENTRALIZED TRAFFIC CONTROL	DN-R NORTH YARDLYC	85.3						DOPT WYZ		
						GRANT TOWER YL	88.0						I		
						WEST. PAC. CROSSING YL	781.3						AIP		
					BUENA VISTA	779.2						122 P			
10.30PM					SA	DN-R SALT LAKE CITY YL	86.3	A 4.30AM	A 4.40AM	A 8.15AM	A 8.30AM	A 6.00PM	P		
					P	EIGHTH SO. ST. YL	37.6						P		
					AIP	D. & R. G. W. CROSSING YL	37.8						AIP		
					AIP	D. & R. G. W. CROSSING YL	88.0						AIP		
s 10.02					P	BUENA VISTA	779.2	4.10	4.20	7.57	8.12	5.20	122 P		
					P	D GARFIELD GF	768.3						125 P		
					P	D. & R. G. W. CROSSING	767.1						AIP		
					P	LAKE POINT	764.4						122 P		
f 10.38					PW	ERDA	756.4						122 P		
					P	D WARNER DU	748.2						124 PY		
					P	STOCKTON	742.6						131 P		
f 10.47					P	D ST. JOHN SJ	736.1						122 P		
					P	FAUST	723.3						143 P		
					P	PEHRSON	717.2						123 P		
					P	LOFGREEN	709.9						137 P		
					P	BOULTER	704.2						122 P		
f 11.36AM					P	D TINTIC U	698.6						122 PWYZ		
					P	McINTYRE	691.9						123 P		
					PW	JERICHO	685.3						125 P		
					P	CHAMPLIN	675.0						141 P		
s 12.50AM					PWY	LYNDYL	665.9	f 2.05	2.27	6.15	6.30	f 3.13	116 P		
12.30AM					P	STRONG	658.2						122 P		
8.55					P	DN DELTA AK	649.4	s 1.45	s 2.10				s 2.55	123 P	
8.40					P	VAN	639.9						122 P		
f 12.16PM					P	CLEAR LAKE	631.0						122 P		
					P	NEELS	625.9						123 P		
					P	BLOOM	617.5						122 P		
					P	CRUZ	609.6						123 P		
					P	BLACK ROCK	599.4						123 P		
					P	READ	589.7						122 P		
					P	MURDOCK	585.1						122 P		
A 2.30AM					P	DN-R MILFORD YL	576.8	12.30AM	1.10AM	5.03AM	5.18AM	1.45PM	DPTWYZ		
A 1.55AM					(207.2)										
A 10.05PM					Daily										
A 9.50PM					Daily										
A 2.10PM					Daily										
					(4.55) Thru Time										
					Average speed per hour										
					(4.00) 51.8										
					(3.30) 59.2										
					(3.12) 64.3										
					(3.12) 64.3										
					(4.15) 48.8										

WESTWARD					THIRD SUBDIVISION	EASTWARD									
FIRST CLASS					Time-Table No. 34 June 1, 1960	Mile Post	FIRST CLASS								
107	103	5	309	9			104	108	6	310	10				
Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger			Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger				
Daily					STATIONS										
10.08PM					CENTRALIZED TRAFFIC CONTROL	DN-R MILFORD YL	FD	576.8	A 5.00AM	A 5.15AM	A 1.35PM	A 12.15AM	A 1.00AM		
						UPTON		571.7							
						THERMO		561.6							
						NADA		554.8							
						LATIMER		550.5							
12.07AM					D	LUND	UN	541.4	s 1.00	11.30PM					
						ZANE		531.5							
						BERYL		526.7	s 12.43						
						HEIST		515.8							
					D	MODENA	NA	509.8	s 12.28PM						
						UVADA		501.2							
						CRESTLINE		493.7							
						BROWN		489.3							
						ACOMA		484.6							
						ISLEN		475.3							
						LITTLE SPRINGS		472.3							
						MINTO		468.4							
						ECCLES		464.3							
11.52PM					DN	CALIENTE YL	CS	459.5	2.54	3.09	s 11.00AM	s 10.42PM			
						ETNA		454.5							
						STINE		449.9							
						BOYD		444.9							
						ELGIN		438.4	s 10.15						
						KYLE		434.5							
						LEITH		429.1							
						CARP		419.1							
						VIGO		413.5							
						GALT		408.5							
						HOYA		402.9							
						ROX		397.9							
						FARRIER		393.4							
					D	MOAPA	MA	388.1	s 9.07						
						UTE		378.5							
						DRY LAKE		368.0							
						GARNET		357.5							
						APEX		352.0							
						DIKE		347.0							
						WANN		338.7							
A 2.45AM					DN-R	LAS VEGAS YL	VG	334.2	12.20AM	12.35AM	8.10AM	8.00PM			
					(242.6)										
					Daily										
					Daily										
					Daily										
					Daily										
					Daily										
					(4.37) Thru Time										
					Average speed per hour										
					(4.40) 52.0										
					(4.40) 52.0										
					(5.25) 44.8										
					(0.45) 47.2										
					(5.00) 48.5										

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.
 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. 34 June 1, 1960	Mile Post	SECOND CLASS				
Car Capacity of sidings, etc. See Rule 6(A) Page 18	307 Mixed		305 Mixed				308 Mixed	306 Mixed		STATIONS	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday					Daily Except Sunday	Daily Except Saturday		
DOFT WYZ			2.00AM	0.0	DN-R	SALT LAKE CITY YL SA C	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	7.8	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. 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		
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				
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	11.00AM	A	5.15AM	47.3	DN-R	PROVO YL UR VO	752.7	A	6.20PM	9.00PM	
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		11.45AM	63.2	D	PAYSON CN	736.8	f	5.52		
126 P	f		12.25PM	78.0		STARR	722.0	f	5.27		
124 PY	s		1.05	89.2	D	NEPHI NI	710.8	s	5.10		
126 P	f		1.35	103.7		JUAB	696.3	f	4.45		
123 P	f		2.15	118.9		PARLEY	681.1	f	4.15		
PWY	A		3.00PM	134.1		LYNNDYL YL	665.9		3.45PM		
				(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	
SECOND CLASS				Mile Post	Time-Table No. 34 June 1, 1960	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960	Mile Post
Car Capacity of sidings, etc. See Rule 6(A) Page 18	417 Local Freight	309 Passenger	310 Passenger				418 Local Freight						
	Daily Except Sunday	Daily	Daily				Daily Except Sunday						
122 PY	7.00AM	4.00AM	D-R	LUND YL UN	0.0	A	11.20PM	A	11.45AM	YZ	D-R	IRON SPRINGS YL GS	0.0
132	7.20	4.20		AVON	9.4		10.50		11.27			DESERT MOUND	4.5
YZ	s 7.45	s 4.40	D-R	IRON SPRINGS YL GS	20.8	s	10.30	s	11.05	Y		COMSTOCK	10.9
Loop 44	A 8.20AM	A 6.30AM	D-R	CEDAR CITY YL CD	32.5		10.00PM		10.30AM	Y	D	IRON MOUNTAIN YL MN	14.9
				(1.20) 24.4	(2.30) 13.0	Thru Time		(1.20) 24.4	(1.15) 26.0	Average speed per hour		(14.9)	

WESTWARD				MEAD LAKE BRANCH				EASTWARD					
SECOND CLASS				Mile Post	Time-Table No. 34 June 1, 1960	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960	Mile Post
Car Capacity of sidings, etc. See Rule 6(A) Page 18	123 PY	D	MOAPA MA				0.0						
	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	
SECOND CLASS				Mile Post	Time-Table No. 34 June 1, 1960	Mile Post	FIRST CLASS		SECOND CLASS		Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960	Mile Post
Car Capacity of sidings, etc. See Rule 6(A) Page 18	403 Local Freight	Monday Wednesday Friday	404 Local Freight				123 PW 188 Y	DN	DELTA YL AK	0.0			
	7.30AM	DN-R	CALIENTE YL CS				0.0	A	2.45PM	10			
27	f	8.20		PANACA	14.5	f	1.30		10.5			FILLMORE YL FI	32.2
Y	A	9.45AM	D	PIOCHE YL RM	32.7		12.01PM		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. 309 is superior to No. 310, 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	Distance from Cache Jct.	Time-Table No. 34 June 1, 1960	Mile Post	SECOND CLASS
	303 Mixed				304 Mixed
STATIONS					
	Daily Except Sunday				
DPWYZ	s 5.30AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM
8		4.8	4.8 PETERSBORO (Spur)	4.8	
37	f 5.55	8.6	3.8 MENDON	8.6	f 2.15
15	P f 6.15	13.8	5.2 WELLSVILLE	13.8	f 1.55
24		14.5	0.7 HILLS	14.5	
23	f 6.30	17.6	3.1 HYRUM	17.6	f 1.30
11		20.2	2.6 HOLT	20.2	
50	PYZ s 6.55	24.1	3.9 LOGAN YL Q	24.1	s 1.10
17		26.4	2.3 GREENVILLE	26.4	
18	P f 7.22	31.5	5.1 SMITHFIELD YL	31.5	f 12.30
33	P f 7.45	37.4	5.9 RICHMOND YL	37.4	f 12.01PM
		41.5	4.1 LEWISTON (Spur)	41.5	
33	P f 8.25	43.8	2.3 FRANKLIN	43.8	f 11.20AM
25	f 8.35	48.0	4.2 WHITNEY YL	48.0	f 11.08
24	Y A 9.30AM	50.8	2.8 PRESTON YL PN	50.8	11.00AM
			(50.8)		Daily Except Sunday
(4.00) Thru Time (4.00)					
12.7 Average speed per hour 12.7					

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

WESTWARD			MALAD BRANCH				EASTWARD		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Distance from Brigham City	Time-Table No. 34 June 1, 1960				Mile Post	SECOND CLASS	
	311 Mixed		STATIONS					312 Mixed	
			Daily Except Sunday						
WS 115 PY	s 8.30AM	0.0	DN-R BRIGHAM CITY YL BM	0.0	A 1.15PM	0.0	A 1.15PM		
58	f 8.45	5.6	5.6 CORINNE	5.6	f 12.57	5.6	f 12.57		
30	f 8.57	11.5	5.9 FORD	11.5	f 12.45	11.5	f 12.45		
28	f 9.02	13.7	2.2 CROPLEY	13.7	f 12.40	13.7	f 12.40		
48	P s 9.20	17.8	4.1 TREMONTON YL	17.8	s 12.30	17.8	s 12.30		
20	PY s 9.30	19.8	2.0 GARLAND YL	19.8	s 12.20	19.8	s 12.20		
20	f 9.42	25.0	5.2 FIELDING	25.0	f 12.05PM	25.0	f 12.05PM		
31	PY A 10.45AM	51.5	26.5 MALAD YL MV	51.5	11.01AM	51.5	11.01AM		
			(51.5)				Daily Except Sunday		
(2.15) Thru Time (2.14)									
22.9 Average speed per hour 23.1									

One Yard Limit between M.P. 16.89 east of Tremontton 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. 34 June 1, 1960				Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960				Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960				Mile Post
	STATIONS						STATIONS						STATIONS				
WS 54 CS 115 PX	DN	CLEARFIELD YL	CF	0.0	20	Y	D	GARLAND YL	0.0	48	D	TREMONTON YL	0.0				
	I	D. & R. G. W. CROSSING YL	YL	0.3				HAWES YL	3.4	19		SUNSET YL	5.1				
		BARNES YL (Spur)		2.1	17			5.8 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 steam locomotive and all passenger train equipment; train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.
 Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.
 When a Diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track. On curves. On branch lines.			30 25 15
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines. Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.	60 50 50 30	50 40 40 30	25 25 25 15	Trains handling scale test cars: On main track. On branch lines.			25 30 20
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	Jordan spreaders and other machines of spreader type, when in operation.			15
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Trains handling ore from Cedar City Branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 40 30 40
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
Diesel yard switch locomotives in road service.			35	When using No. 14 turn-outs.	25	20	20
Steam locomotives running backward.		20	20	When using other cross-overs or turn-outs.	15	15	15
3800 class locomotives.		60	50	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
3700 and 3900 class locomotives.		65	50	Wye tracks.	6	6	6
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track. On branch lines. (Slower speed must be observed where conditions require.)			25 15

**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
Wheeler 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 49.8.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

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

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and Balloon Track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

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

**SECOND SUBDIVISION
Between Milford and Salt Lake City**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Fr.		Str.	Pggr.	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 North Yard.	20	20	20
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
St. John Between M.P. 742.1 and 744.1.	55	45	35				
Warner Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION
Between Las Vegas and Caliente**

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

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

Westward	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 Caliente and Milford**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Fr.		Str.	Pggr.	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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pggr.	Fr.		Str.	Pggr.	Fr.
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	Between M.P. 46.2 and 40.3.	30	30	20
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
American Fork City Limits, between M.P. 765.6 and 767.5.	20	20	20				

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

Westward	Eastward
M.P. 460.3 M.P. 468.3	M.P. 484.4 M.P. 502.0 M.P. 576.5 M.P. 711.8 M.P. 49.0 M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Fr.		Pagr.	Fr.
Bushnell Hospital spur.	10	10	Cedar City Branch Between Lund and Iron Springs.	45	35
Malad Branch.		30	Between Iron Springs and Cedar City.	30	30
Syracuse Branch.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield Naval Supply Depot area.		12	Cedar City Loop Track.	10	10
Naval Supply Depot wye.		8	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Thatcher Branch.		10	Iron Mountain Branch Between Iron Springs and M.P. 5.50.		20
Bear River Branch.		10	Between M.P. 5.50 and Iron Mountain.		15
Cache Valley Branch Maximum Speed.		35	Pioche Branch Between M.P. 0.0 and 17.0.		25
Between M.P. 13.6 and 13.9.		15	Between M.P. 17.0 and 22.5.		10
Between M.P. 17.7 and 18.0.		15	Between M.P. 22.5 and 25.5.		20
Logan Anderson Coach Spur.		4	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.9 and 44.0.		25	Prince Branch.		15
Ironton Branch.		15	Caselton Spur.		10
Eureka and Silver City Branches.		12	Mead Lake Branch Maximum Speed.		25
Eureka, within city limits.		6	Between M.P. 1.6 and 2.3.		20
Fillmore Branch.		30	Between M.P. 5.0 and 6.7.		10
All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.			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	Tower Locker Room
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductor's Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office
Provo	Joint Yard Telegraph Office
Provo	Yard Office
Delta	Telegraph Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Las Vegas	Freight Enginemen's Locker Room
Las Vegas	Passenger Enginemen's Locker Room
Las Vegas	Conductor's Register Room
Las Vegas	Telegraph Office
Las Vegas	Yard Office
Las Vegas	Dispatcher's Office

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending					
First Subdivision														
Marsh Valley	103.0	2 Mi. P	West	West	Cache Valley Branch Logan Sugar Factory Spur Mill Spur	21.7 44.4	1.0 Mile 13	East West	Level Level East					
Oxford	81.3	Elevator Spur 15	East	Level										
Beers	72.3	9	East	East										
Thorensen	68.5	22	West	East										
Anderson	63.7	15	Both	East										
Utida	62.4	2	East	East										
Morton	58.2	15	Both	Level										
Cottle	55.7	24	Both	East										
Collinston	40.1	9 P	West	East										
Madsen	32.5	21	Both	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										
			Both	Level										
Harrisville	4.7	28 P	Both	Level										
Browning	2.7	27	Both	West										
Lodjic	2.3	Spur 0.5 Mi. X	East	West										
Layton Sugar Factory Spur	13.8	39 X	East	East										
Pioneer	29.7	57	Both	East										
Becks	32.9	Old Siding 81 P Advance Track 68	Both	East										
Second Subdivision														
Industrial Center Spur	779.9	43 P	West	East	Eureka Branch Eureka Silver City Branch Silver City	3.5 2.4	Yard 9	Both Both Both Both Both Both Both	East East East West East East					
Bauer	744.8	31 P	Both	East										
Clover	732.8	Govt. Yard P	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														
Barclay (2)	478.7	17 P	East	West										
Arrolime	353.8	32 P	Both	East										
Lovell	344.6	Spur 11 P	West	West										
		Gov't Ordnance Spur 4.0 Mi.												
Valley	342.4	Old Siding 35 P Industry 14 Nellis Air Base Spur 2.7 Mi.	Both Both West	West West East										
Provo Subdivision														
Officer	38.9	81 P	Both	East						Cedar City Branch Kaiser Stock Yards Pioche Branch Caliente Gravel Spur Prince Branch Mendha Caselton Prince Mead Lake Branch Standard Oil Co. . Arrowhead Seven Arrow Gypsum Amber Virgin Glassand	22.5 29.9 1.4	85 Stock Track 26 Stock Spur 0.5 Mi. 107	Both West West	East East East East East East East East East West East East West East West
Burton	39.5	19	Both	East										
Walton	41.1	18	West	East										
Bentz	42.2	8	West	West										
Atwood	45.9	Team Track 14 P Spur 10	Both West	West West										
Cushing	47.5	21	Both	East										
Mellen Sand Spur	781.3	10	East	East										
Rideout	778.0	7 P	East	East										
Lehi Sugar Spur	769.1	99	East	West										
Hardy Beet Spur	761.8	31	West	East										
Bunker Spur	759.9	17	East	East										
Gatex	756.1	Industrial Spur	Both	West										
Ironton	754.1	110	Both	West										
Benjamin	741.6	25	Both	West										
Santaquin	730.7	7	West	East										
Mills	689.3	18 PW	East	West										
Soma	679.0	12	Both	East										
Uisco	676.3	11 P	East	West										
Leamington	671.3	4 P	East	West										
Mack	669.9	6	West	West										

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

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	35	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
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	Etna	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	East	West	Elgin	438.4	21	Both	West
Kaysville	16.7	West Spur 12	East	West	Kyle	434.1	20	Both	West
Farmington	21.3	House 15	West	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	West	East	Hoya	402.9	18	East	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	East	Level	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
St. John	736.1	43	Both	Level	Mount	775.5	49	Both	West
Faust	723.3	33	Both	East	Geneva	758.0	105	Both	West
Pehrson	717.2	14	Both	East	Springville	748.0	29	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	18	Both	East
Boulter	704.2	21	Both	East	Starr	722.0	15	West	West
McIntyre	691.9	21	Both	West	Juab	696.3	32	Both	West
Jericho	685.3	30	Both	West					
Champlin	675.0	22	Both	West	Cache Valley Branch				
Strong	658.2	22	Both	West	Hyrum	17.6	House 20	Both	East
Van	639.9	22	Both	West	Richmond	37.4	House 35	Both	West
Clear Lake	631.0	22	Both	East	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	Level	Malad Branch				
Cruz	609.6	23	Both	Level	Corinne	5.6	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.