

**F. C. PAULSEN,** **H. E. SHUMWAY,**  
General Manager      General Superintendent Transportation

**E. MARKSHEFFEL,**  
General Superintendent

**W. J. MORRISON, Superintendent,**  
Salt Lake City, Utah

C. C. LARKIN, Asst. Supt. . . . . Salt Lake City, Utah

H. G. HAGGLUND, Terminal Trainmaster  
Salt Lake City, Utah

G. A. CUNNINGHAM, Trainmaster  
Salt Lake City, Utah

R. F. TRUEX, Trainmaster . . . . . Milford, Utah

G. O. HIMSTREET, Road Foreman of Engines  
Salt Lake City, Utah

G. H. BAKER, Road Foreman of Engines . . Milford, Utah

L. F. RACINE, Division Engineer . Salt Lake City, Utah

O. J. ROBINSON, Master Mechanic  
Salt Lake City, Utah

B. ESBENSON, Gen'l Roadmaster . Salt Lake City, Utah

First and Second Subdivisions and Branches

E. R. GUYE, Chief Train Dispatcher  
Milford, Utah

C. C. LOBACK, Asst. Chief Train Dispatcher  
Milford, Utah

F. P. CRISPINO, Asst. Chief Train Dispatcher  
Milford, Utah

Third and Provo Subdivisions and Branches

D. DURHAM, Chief Train Dispatcher  
Salt Lake City, Utah

L. G. CAMPBELL, Asst. Chief Train Dispatcher  
Salt Lake City, Utah

E. C. BULLIS, Asst. Chief Train Dispatcher  
Salt Lake City, Utah

**UNION PACIFIC RAILROAD COMPANY**  
**SOUTH-CENTRAL DISTRICT**



**UTAH DIVISION**

**FIRST SUBDIVISION**  
**SECOND SUBDIVISION**  
**THIRD SUBDIVISION**  
**PROVO SUBDIVISION**  
**AND BRANCHES**

**TIME-TABLE**  
**No. 110**

**Effective Sunday,**  
**November 10, 1946**  
**at 12:01 A. M. Mountain Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**





WESTWARD			SECOND SUBDIVISION						EASTWARD													
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 110 November 10, 1946												
	195	179	157	103	7	37	43	1		STATIONS												
	Freight	Freight	Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Passenger														
	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily														
Yard OPT WY	4.05PM	8.05AM	12.05AM	9.25PM	1.00PM	12.45PM	6.30AM	1.10AM	118.1	DN-R LYNN DYL YL NY	5.6											
99 F	4.17	8.17	12.17	9.30	1.09	12.55	6.37	1.16	128.7	CLINE	4.8											
99 F	4.24	8.24	12.24	9.34	1.15	1.01	6.46 <sup>104</sup>	1.20	128.5	STRONG	6.1											
47 96 PWY	4.45	8.45	12.45	9.40	s 1.25	s 1.10	s 7.10	1.26	134.6	DN DELTA YL AK	5.0											
73 F	4.55	8.55	12.55	9.44	1.33 <sup>38</sup>	1.15	7.16	1.31 <sup>2</sup>	139.6	OASIS	4.5											
94 F	5.01	9.01	1.01	9.47	1.40	1.19	7.20	1.36	144.1	VAN	4.4											
72 F	5.07	9.07	1.07	9.50	1.45	1.23 <sup>38</sup>	7.25	1.40	148.5	MIRAGE	4.5											
81 F	5.18 <sup>44</sup>	9.13	1.18 <sup>2</sup>	9.53	1.50	1.29	7.30	1.44 <sup>152</sup>	153.0	DN CLEAR LAKE CK	5.1											
94 F	5.30 <sup>196</sup>	9.20	1.28 <sup>152</sup>	9.57	1.56	1.34	7.34	1.48	158.1	NEELS	4.9											
95 F	5.38	9.27 <sup>174</sup>	1.37	10.00	2.01	1.39	7.38	1.52	163.0	BORDEN	6.4											
73 F	5.50	9.35	1.47	10.06	2.08	1.45	7.45	1.58	169.4	BLOOM	5.0											
94 F	6.00	9.42	1.57	10.10	2.13	1.50	7.50	2.02	174.4	CRUZ	5.0											
94 F	6.10	9.50	2.06 <sup>1</sup>	10.14	2.18	1.55	7.55	2.06 <sup>157</sup>	179.4	PUMICE	5.2											
94 PW	6.20	9.56	2.17	10.18	2.23	2.01	s 8.01	2.10	184.6	DN BLACK ROCK KO	4.7											
94 F	6.27	10.03	2.24	10.21	2.30 <sup>8</sup>	2.06	8.05	2.14	189.3	MALONE	5.0											
73 F	6.35	10.10	2.32	10.25	2.37	2.11	8.10	2.18	194.3	READ	4.6											
94 F	6.42	10.16	2.39	10.28	2.42	2.16 <sup>8</sup>	8.14	2.22	198.9	MURDOCK	4.1											
74 F	6.48	10.22	2.45	10.31	2.48	2.24	8.18 <sup>174</sup>	2.26	203.0	KIPP	4.2											
Yard OPT WY	A 6.55PM	A 10.30AM	A 2.55AM	A 10.35PM	A 3.00PM	A 2.45PM	A 8.30AM	A 2.35AM	207.2	DN-R MILFORD YL FD												
	(2.50)	(2.25)	(2.50)	(1.10)	(2.00)	(2.00)	(2.00)	(1.25)		Thru Time												
	25.4	36.8	31.4	76.3	44.5	44.5	44.5	62.8		Average speed per hour												

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
7	Oasis, Clear Lake, Borden, Bloom, Black Rock, Read.	Salt Lake City or beyond.	San Bernardino, west.
43	Any station.	Any station.	Any station.

WESTWARD			SECOND SUBDIVISION						EASTWARD													
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 110 November 10, 1946												
	195	179	157	103	7	37	43	1		STATIONS												
	Freight	Freight	Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Passenger														
	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily														
Yard OPT WY	4.05PM	8.05AM	12.05AM	9.25PM	1.00PM	12.45PM	6.30AM	1.10AM	118.1	DN-R LYNN DYL YL NY	5.6											
99 P	4.17	8.17	12.17	9.30	1.09	12.55	6.37	1.16	128.7	CLINE	4.8											
99 P	4.24	8.24	12.24	9.34	1.15	1.01	6.46 <sup>43</sup>	1.20	128.5	STRONG	6.1											
47 96 PWY	4.45	8.45	12.45	9.40	s 1.25	s 1.10	s 7.10	1.26	134.6	DN DELTA YL AK	5.0											
73 F	4.55	8.55	12.55	9.44	1.33 <sup>38</sup>	1.15	7.16	1.31 <sup>7</sup>	139.6	OASIS	4.5											
94 F	5.01	9.01	1.01	9.47	1.40	1.19	7.20	1.36	144.1	VAN	4.4											
72 F	5.07	9.07	1.07	9.50	1.45	1.23 <sup>38</sup>	7.25	1.40	148.5	MIRAGE	4.5											
81 F	5.18 <sup>44</sup>	9.13	1.18 <sup>2</sup>	9.53	1.50	1.29	7.30	1.44 <sup>152</sup>	153.0	DN CLEAR LAKE CK	5.1											
94 F	5.30 <sup>196</sup>	9.20	1.28 <sup>152</sup>	9.57	1.56	1.34	7.34	1.48	158.1	NEELS	4.9											
95 P	5.38	9.27 <sup>174</sup>	1.37	10.00	2.01	1.39	7.38	1.52	163.0	BORDEN	6.4											
73 F	5.50	9.35	1.47	10.06	2.08	1.45	7.45	1.58	169.4	BLOOM	5.0											
94 F	6.00	9.42	1.57	10.10	2.13	1.50	7.50	2.02	174.4	CRUZ	5.0											
94 F	6.10	9.50	2.06 <sup>1</sup>	10.14	2.18	1.55	7.55	2.06 <sup>157</sup>	179.4	PUMICE	5.2											
94 PW	6.20	9.56	2.17	10.18	2.23	2.01	s 8.01	2.10	184.6	DN BLACK ROCK KO	4.7											
94 F	6.27	10.03	2.24	10.21	2.30 <sup>8</sup>	2.06	8.05	2.14	189.3	MALONE	5.0											
73 F	6.35	10.10	2.32	10.25	2.37	2.11	8.10	2.18	194.3	READ	4.6											
94 F	6.42	10.16	2.39	10.28	2.42	2.16 <sup>8</sup>	8.14	2.22	198.9	MURDOCK	4.1											
74 F	6.48	10.22	2.45	10.31	2.48	2.24	8.18 <sup>174</sup>	2.26	203.0	KIPP	4.2											
Yard OPT WY	A 6.55PM	A 10.30AM	A 2.55AM	A 10.35PM	A 3.00PM	A 2.45PM	A 8.30AM	A 2.35AM	207.2	DN-R MILFORD YL FD												
	(2.50)	(2.25)	(2.50)	(1.10)	(2.00)	(2.00)	(2.00)	(1.25)		Thru Time												
	25.4	36.8	31.4	76.3	44.5	44.5	44.5	62.8		Average speed per hour												

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
8	Read, Black Rock, Bloom, Borden, Clear Lake, Oasis.	San Bernardino, west.	Salt Lake City or beyond.
44	Any station.	Any station.	Any station.

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					Distance from Salt Lake City	Time-Table No. 110 November 10, 1946		
	197	181	159	103	7	37	43	1		STATIONS		
	Freight	Freight	Freight	Streamliner Passenger	Challenger Passenger	Passenger	Passenger	Passenger				
	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily				
Yard OPTWYZ	4.05PM	8.05AM	12.05AM	10.35PM	3.10PM	2.55PM	8.45AM	2.40AM	207.2	DN-R	MILFORD YL	FD
106 P	4.15	8.15	12.16 <sup>2</sup>	10.40	3.20	3.04	8.52	2.47	212.3	5.1	UPTON	
103 P	4.22	8.22	12.22	10.44	3.35 <sup>44</sup>	3.10	8.57	2.51	217.4	5.1	LAHO	
102 PW	4.30	8.30	12.30	10.48	3.45	3.22 <sup>44</sup>	9.02	2.55	222.4	5.0	THERMO	
94 P	4.40	8.40	12.40	10.53	3.53	3.32	9.09	3.01	229.2	6.8	NADA	
108 P	4.46	8.46	12.46	10.56	3.58	3.37	9.14	3.05	233.5	4.3	LATIMER	
94 P	4.52	8.52	12.52	10.59	4.03	3.42	9.19	3.09	238.2	4.7	KERR	
80 <sup>122</sup> OPWY	5.01	9.01	1.01	11.04	4.15	3.57	9.35	3.14	242.6	4.4	DN	LUND YL UN
73 P	5.08	9.08	1.08	11.09	4.23	4.05	9.43	3.19	247.6	5.0	FORD	
98 P	5.15	9.15	1.15	11.13	4.28	4.10	9.49	3.23	252.5	4.9	ZANE	
73 PW	5.22	9.22	1.22	11.16	4.33	4.15	9.54	3.27	257.3	4.8	D	BERYL BY
78 P	5.32	9.35	1.35	11.21	4.39	4.21	10.00	3.32	262.9	5.6	YALE	
94 P	5.43	9.43	1.43	11.26 <sup>2</sup>	4.45	4.27	10.05	3.37	268.2	5.3	HEIST	
99 OPWY	6.01	10.15 <sup>43</sup>	2.10 <sup>154</sup>	11.32	4.57	4.37	10.15 <sup>176</sup>	3.43	274.2	6.0	DN	MODENA YL NA
78 P	6.10 <sup>198</sup>	10.37 <sup>38</sup>	2.20	11.35	5.02	4.42	10.21	3.47	278.1	3.9	TOMAS	
73 P	6.20	10.47	2.30	11.39	5.07	4.47	10.32 <sup>38</sup>	3.51	282.8	4.7	UVADA	
52 P	6.30	10.57	2.40	11.42	5.12	4.52	10.39	3.55	286.2	3.4	LIEN	
116 PY R.C.S.	6.50	11.15	2.55	11.49	5.22	5.03	10.47	4.03	290.3	4.1	DN	CRESTLINE YL NE
99 P	7.01	11.25	3.05	11.54PM	5.29 <sup>198</sup>	5.10	10.55	4.09	294.7	4.4	BROWN	
74 PW	7.10	11.38 <sup>8</sup>	3.12	12.01AM	5.37	5.18 <sup>198</sup>	11.02	4.22 <sup>104</sup>	299.4	4.7	ACOMA	
73 P	7.22	11.55AM	3.23	12.08	5.46	5.27	11.12	4.32	305.4	6.0	BARCLAY	
102 PY R.C.S.	7.35	12.10PM	3.33	12.13	5.53	5.34	11.22 <sup>8</sup>	4.38	308.7	3.3	DN	ISLEN SN
92 P	7.55	12.30	3.54 <sup>104</sup>	12.27 <sup>154</sup>	6.11	5.52	11.39	4.54	315.6	6.9	MINTO	
99 P	8.05	12.44 <sup>44</sup>	4.05	12.32	6.18	5.59	11.45	5.00	319.7	4.1	ECCLES	
Yard OPTWY	A 8.15PM	A 12.55PM	A 4.20AM	A 12.40AM	A 6.30PM	A 6.10PM	A 11.55AM	A 5.10AM	324.5	4.8	DN-R	CALIENTE YL CS
											(117.3)	

(4.10) 28.1 (4.50) 24.2 (4.15) 27.6 (2.05) 56.3 (3.20) 36.1 (3.15) 36.1 (3.10) 37.0 (2.30) 46.9 ..... Thru Time  
Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
7	Beryl, Modena, Crestline, and Islen.	Salt Lake City or beyond.	San Bernardino, west.
43	Any station.	Any station.	Any station.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			FIRST CLASS					SECOND CLASS			Distance from Salt Lake City	Time-Table No. 110 November 10, 1946		
	154	176	198	104	38	8	44	2	154	176	198		STATIONS		
	Freight	Freight	Freight	Streamliner Passenger	Passenger	Challenger Passenger	Passenger	Passenger	Freight	Freight	Freight				
	Daily	Daily	Daily	Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Yard OPTWYZ	A 3.55AM	A 12.20PM	A 8.20PM	576.8	A 5.45AM	A 12.10PM	A 1.50PM	A 3.55PM	A 12.25AM	A 3.55AM	A 12.20PM	A 8.20PM	DN-R	MILFORD YL	FD
106 P	3.46	12.10	8.09	571.7	5.40	11.58AM	1.38	3.43	12.16 <sup>159</sup>	3.46	12.10	8.09	5.1	UPTON	
103 P	3.38	12.01PM	8.01	566.6	5.36	11.51	1.31	3.35 <sup>7</sup>	12.12	3.38	12.01PM	8.01	5.1	LAHO	
102 PW	3.30	11.53AM	7.52	561.6	5.32	11.45	1.26	3.22 <sup>37</sup>	12.07	3.30	11.53AM	7.52	6.8	THERMO	
94 P	3.21	11.43	7.40	554.8	5.27	11.37	1.18	3.13	12.01AM	3.21	11.43	7.40	4.3	NADA	
103 P	3.15	11.37	7.34	550.5	5.24	11.32	1.13	3.08	11.57PM	3.15	11.37	7.34	4.7	LATIMER	
94 P	3.09 <sup>1</sup>	11.30	7.28	545.8	5.21	11.27	1.08	3.02	11.53	3.09	11.30	7.28	4.4	KERR	
80 <sup>122</sup> OPWY	2.55	11.20 <sup>38</sup>	7.20	541.4	5.18	11.20 <sup>176</sup>	1.02	2.55	11.49	2.55	11.20 <sup>38</sup>	7.20	5.0	DN	LUND YL UN
73 P	2.47	11.08	7.07	536.4	5.13	11.10	12.51	2.43	11.43	2.47	11.08	7.07	4.9	FORD	
98 P	2.41	11.01	7.01	531.5	5.09	11.06	12.46	2.38	11.39	2.41	11.01	7.01	4.8	ZANE	
73 PW	2.35	10.55	6.54	526.7	5.06	11.01	12.41	2.33	11.35	2.35	10.55	6.54	5.6	D	BERYL BY
78 P	2.27	10.45	6.45	521.1	5.02	10.55	12.36	2.26	11.31	2.27	10.45	6.45	5.3	YALE	
94 P	2.20	10.35	6.35	515.8	4.58	10.50	12.31	2.20	11.26 <sup>103</sup>	2.20	10.35	6.35	6.0	HEIST	
99 OPWY	2.10 <sup>159</sup>	10.15 <sup>43</sup>	6.25	509.8	4.53	10.43	12.24	2.14	11.20	2.10 <sup>159</sup>	10.15 <sup>43</sup>	6.25	3.9	DN	MODENA YL NA
73 P	1.56	9.59	6.10 <sup>197</sup>	505.9	4.49	10.37 <sup>181</sup>	12.17	2.06	11.16	1.56	9.59	6.10	4.7	TOMAS	
73 P	1.50	9.52	6.02	501.2	4.45	10.32 <sup>43</sup>	12.12	2.01	11.12	1.50	9.52	6.02	3.4	UVADA	
52 P	1.45	9.45	5.55	497.8	4.42	10.28	12.07PM	1.56	11.08	1.45	9.45	5.55	4.1	LIEN	
116 PY R.C.S.	1.35	9.35	5.45	493.7	4.35	10.20	11.58AM	1.48	11.00	1.35	9.35	5.45	4.4	DN	CRESTLINE YL NE
99 P	1.20	9.20	5.29 <sup>7</sup>	489.3	4.29	10.12	11.47	1.37	10.53	1.20	9.20	5.29	4.7	BROWN	
74 PW	1.10	9.10	5.18 <sup>37</sup>	484.6	4.22 <sup>1</sup>	10.04	11.38 <sup>181</sup>	1.30	10.45	1.10	9.10	5.18	6.0	ACOMA	
73 P	1.01	9.01	5.01	478.6	4.14	9.55	11.29	1.20	10.36	1.01	9.01	5.01	3.3	BARCLAY	
102 PY R.C.S.	12.50	8.50	4.50	475.3	4.09	9.49	11.22 <sup>43</sup>	1.12	10.30	12.50	8.50	4.50	6.9	DN	ISLEN SN
92 P	12.27 <sup>103</sup>	8.25	4.25	468.4	3.54 <sup>159</sup>	9.31	11.04	12.52	10.14	12.27 <sup>103</sup>	8.25	4.25	4.1	MINTO	
99 P	12.15	8.15	4.15	464.3	3.48	9.24	10.58	12.44 <sup>181</sup>	10.08	12.15	8.15	4.15	4.8	ECCLES	
Yard OPTWY	12.05AM	8.05AM	4.05PM	459.5	3.40AM	9.15AM	10.50AM	12.35PM	10.00PM	12.05AM	8.05AM	4.05PM		DN-R	CALIENTE YL CS
	Daily	Daily	Daily		Tuesday, Thursday, Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time..... (2.05) 56.3 (2.55) 40.2 (3.00) 38.9 (3.20) 35.1 (2.25) 46.9 (3.50) 30.6 (4.15) 27.6 (4.15) 27.6  
Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 103 is superior to eastward trains of the same class. See Rule S-72.

The time of No. 103 and No. 104 must be cleared not less than five minutes by first-class trains, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
8	Islen, Crestline, Modena, Beryl.	San Bernardino, west.	Salt Lake City or beyond.
44	Any station.	Any station.	Any station.



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

**Designation "Str."**—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

**Designation "Psgr."**—Train with steam locomotive and all passenger train equipment;  
Train with Diesel-electric 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 streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When a Diesel-electric 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.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	45	Within yard limits—			
Inspection bus cars.		45	45	On main line.	50	40	25
When caboose is handled in train consisting of passenger train equipment.		50		On branch lines and on Provo Subdivision.		30	15
3800 and 3900 class 2-10-2 and 4-10-2 type engines.		50	45	Through tunnels.	40	40	25
MacArthur type engines with 63-inch drivers.		50	45	Over spring switches, when using turnouts.	15	15	15
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement.	20	20	20
4000 and 9000 class engines.		45	45	Over spring switches where movement is over facing point switch, except at Caliente, Minto and Buena Vista.	20	20	20
Ten Wheeler type engines.		35	35	When using cross-overs or turnouts.	15	15	15
Mallet type engines.		35	35	When using cross-overs, turnouts or any wye track, with 9000 class engines.		6	6
Consolidation type engines.		30	30	Through interlocking.	30	30	30
0-6-0 and 0-8-0 type yard engines.		20	20	Railroad crossings where governed by automatic interlocking signals, between the two home signals governing movement over the crossing.	20	20	20
Engines running backward.	20	20	20	Jordan spreaders and other machines of spreader type, when in operation.			15

**FIRST SUBDIVISION**

Between Caliente and east switch Lien.	60	50	40	Between M.P. 461.2 and 461.7.	30	25	20
Caliente, between public crossing east of passenger station and Signal 4592.	20	20	20	Between M.P. 461.7 and 463.9.	45	35	25
Caliente				<b>Eccles</b>			
Between M.P. 459.5 and 460.0.	50	40	25	Between M.P. 466.0 and 466.9.	45	35	25
Between M.P. 460.0 and 460.3.	40	35	25	<b>Minto</b>			
Between M.P. 460.3 and 461.0.	50	40	25	Between M.P. 468.1 and 468.3.	55	45	35

**FIRST SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Between M.P. 469.1 and 477.2.	30	25	20	Between M.P. 494.1 and 494.4.	40	30	25
<b>Islen to Minto</b>				Between M.P. 494.4 and 494.9.	50	40	25
Engines backing up.	12	12	12	Between M.P. 495.0 and 497.3.	30	25	20
<b>Islen</b>				<b>Lien</b>			
Over west switch.	30	25	20	Between M.P. 498.2 and 498.5.	60	50	40
<b>Barclay</b>				Between M.P. 499.7 and 499.9.	70	60	45
Between M.P. 479.1 and 479.4.	40	30	25	<b>Uvada</b>			
Between M.P. 479.8 and 480.0.	50	40	25	Between M.P. 502.0 and 502.4.	70	60	45
Between M.P. 480.4 and 481.6.	30	25	20	<b>Tomas</b>			
<b>Acoma</b>				Between M.P. 505.1 and 505.3.	90	70	45
Between M.P. 484.5 and 484.7.	50	40	30	Between M.P. 507.0 and 507.3.	90	70	45
Between M.P. 485.0 and 486.5.	50	40	30	Between M.P. 507.8 and 508.0.	90	70	45
Between M.P. 486.8 and 488.7.	30	30	25	Between M.P. 511.0 and 512.0.	90	70	45
<b>Brown</b>				Between M.P. 512.8 and 513.8.	90	70	45
Between M.P. 489.1 and 489.2.	50	40	30	Between M.P. 515.0 and 515.2.	90	70	45
Between M.P. 489.7 and 489.9.	45	35	30	Between M.P. 517.6 and 517.9.	90	70	45
Between M.P. 490.6 and 491.5.	50	40	30	Between M.P. 521.4 and 521.8.	90	70	45
Between M.P. 491.9 and 492.1.	40	30	25	Between M.P. 534.0 and 534.2.	90	70	45
<b>Crestline</b>				Between M.P. 537.3 and 537.6.	90	70	45
Over east and west switches.	30	30	25	Between M.P. 564.9 and 565.2.	90	70	45
Between M.P. 492.5 and 493.4.	50	40	25	Between M.P. 575.5 and 576.8.	50	40	25

**SECOND SUBDIVISION**

<b>Milford</b>				Between M.P. 619.0 and 619.3.	90	70	45
Between M.P. 576.8 and 579.1.	50	40	25	Between M.P. 630.4 and 630.5.	90	70	45
Between M.P. 580.0 and 596.4.	90	70	45	Between M.P. 644.6 and 644.8.	90	70	45
Between M.P. 600.5 and 600.7.	70	60	45	<b>Delta</b>			
Between M.P. 601.5 and 601.6.	90	70	45	Hal Oil Spur.			5
Between M.P. 602.4 and 602.5.	90	70	45	East leg of wye.			5
Between M.P. 602.7 and 603.3.	90	70	45	Between M.P. 650.7 and 653.2.	70	60	45
Between M.P. 603.5 and 603.6.	90	70	45	Between M.P. 653.4 and 654.1.	90	70	45
Between M.P. 607.5 and 607.8.	90	70	45	Between M.P. 654.1 and 654.7.	60	50	40
Between M.P. 610.0 and 610.4.	90	70	45	<b>Strong</b>			
Between M.P. 613.9 and 614.3.	90	70	45	Between M.P. 655.8 and 656.4.	70	60	45
<b>Cruz</b>				Between M.P. 657.4 and 657.6.	90	70	45
Between M.P. 615.2 and 615.8.	60	50	40				

**THIRD SUBDIVISION**

<b>Lynndyl, between east and west water columns.</b>	15	15	15	Between M.P. 692.8 and 693.4.	70	60	45
<b>Lynndyl, over old cinder pit on inbound roundhouse lead.</b>		5	5	Between M.P. 694.9 and 696.3.	90	70	45
<b>Adams</b>				<b>Tintic</b>			
Between M.P. 671.3 and 671.5.	90	70	45	West switch.	30	30	20
Between M.P. 675.5 and 676.2.	90	70	45	West leg of wye.			5
Between M.P. 678.1 and 678.4.	90	70	45	Between M.P. 697.3 and 699.5.	50	40	25
Between M.P. 678.9 and 679.2.	65	55	40	Between M.P. 699.6 and 699.9.	65	55	40
<b>Dyer</b>				Between M.P. 700.6 and 701.0.	90	70	45
Between M.P. 679.8 and 680.2.	90	70	45	Between M.P. 702.1 and 703.8.	70	60	45
Between M.P. 680.5 and 684.5.	60	50	40	<b>Boulter</b>			
<b>Jericho</b>				Between M.P. 705.8 and 715.8.	55	45	35
Between M.P. 685.7 and 686.0.	70	60	45	Between M.P. 716.6 and 716.8.	60	50	40
Between M.P. 686.2 and 687.0.	65	55	40	<b>Pehrson</b>			
Between M.P. 687.3 and 688.9.	60	50	40	Between M.P. 719.6 and 721.0.	55	45	35
Between M.P. 689.6 and 690.1.	90	70	45	Between M.P. 721.1 and 723.3.	65	55	45
<b>McIntyre</b>				Between M.P. 721.2 and 721.6.	90	70	45
Between M.P. 691.6 and 692.1.	90	70	45	Between M.P. 722.2 and 723.3.	90	70	45

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour		
	Str.	Psg.	Fr.
Between M.P. 724.9 and 725.3.	90	70	45
Between M.P. 735.3 and 736.0.	90	70	45
Between M.P. 740.7 and 741.0.	90	70	45
<b>Faust</b>			
Between M.P. 724.9 and 725.3.	90	70	45
Between M.P. 735.3 and 736.0.	90	70	45
Between M.P. 740.7 and 741.0.	90	70	45
<b>Stockton</b>			
Between M.P. 741.9 and 744.1.	50	40	25
Between M.P. 745.6 and 749.0.	90	70	45
Running track between Warner and Stockton.	15	15	15
Warner wye.			5
<b>Shields</b>			
Between M.P. 754.2 and 755.5.	60	50	40
<b>Erda</b>			
Between M.P. 755.9 and 756.3.	90	70	45
Between M.P. 757.1 and 758.8.	55	45	35
Between M.P. 759.7 and 760.2.	90	70	45
<b>Morris</b>			
Between M.P. 760.9 and 761.9.	70	60	45
Between M.P. 762.8 and 763.3.	65	55	45

**PROVO SUBDIVISION**

Maximum speed.	50	40	40
800 class engines.		30	30
3800 and 3900 class engines.		30	30
Through interlocking.	20	20	20
<b>Lyndyl to Geneva</b> Trains handling iron ore.			30
<b>Lyndyl</b> Between house track switch and standpipe.	5	5	5
<b>Leamington</b> Between M.P. 674.6 and 685.8.	40	30	20
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	30	20
<b>Nephi</b> City limits, between M.P. 709 and 712.	20	20	20
<b>Santaquin.</b> Between M.P. 732.9 and 733.5.	40	30	20
<b>Provo</b> City limits, between M. P. 751.0 and 754.8	20	20	15
<b>Geneva Steel Plant</b> Over road crossings.			15
<b>Pleasant Grove</b> City limits, between M.P. 762.9 and 764.0.	20	20	20

**BRANCHES**

<b>Fairfield Branch.</b>	15	15	
<b>Pioche Branch.</b> Between M.P. 0.0 and 17.0.	20	20	
Between M.P. 17.0 and 22.0.	10	10	
Between M.P. 22.0 and 32.7.	20	20	
<b>Prince Branch.</b>	15	15	
<b>Cedar City Branch.</b> Mixed trains which do not include ore.	30	20	30
Cedar City Loop, over spring switch.	10	10	
American Smelting and Refining Co. high line.			15
<b>Lake Point</b> Between M.P. 764.9 and 765.5.	70	60	45
Between M.P. 767.2 and 767.5.	60	50	40
<b>Garfield</b> Between M.P. 770.1 and 770.6.	70	60	45
<b>Riter</b> Between M.P. 776.6 and 776.8.	90	70	45
<b>Buena Vista</b> Between M.P. 779.2 and 779.6.	65	55	45
Between Buena Vista and North Yard, Freight Line.	20	20	20
All trains and engines using Provo or Third Subdivision main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.			
Salt Lake City, between Fifth North and Ninth South Streets and between Third West and Fourth West Streets.	12	12	12
Salt Lake City, when pushing cars between Fifth North and Twenty-first South Streets.			5
<b>American Fork</b> City limits, between M.P. 765.8 and 767.5.	20	20	20
<b>Lehi</b> Sugar Factory trackage.			5
<b>Cutler,</b> Emsco Spur, over No. 7 switch.			5
<b>Mount</b> Between M.P. 773.5 and 778.0.	40	30	20
<b>Draper</b> Between M.P. 781.0 to 783.0 eastward. Between M.P. 784.0 to 781.0 westward.	20	20	20
<b>Midvale</b> All tracks except main track.			12
<b>Sandy</b> All trains and engines using Provo or Third Subdivision main tracks on Third West St., Salt Lake City, must consume not less than 6 minutes between First South Street and Ninth South Street.			
Between Salt Lake City and Sandy.	30	30	30
Within yard limits between Salt Lake City and Atwood.	15	15	15
Cedar City, oil track No. 12, Commissary Spur and freight house lead.			5
<b>Iron Mountain Branch.</b>		15	15
<b>Fillmore Branch.</b>		20	20
Fillmore Branch, at M.P. 12.4, 12.8, 13.5 and 18.5, account drifting sand, all trains and engines must move prepared to stop if track is not clear.			
<b>Eureka Branch.</b>		12	12
Eureka, within city limits.		6	6