



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

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
McCammion 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. 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.
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	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Richmond.
Harry Berman	Oculist & Aurist	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
R. D. Matheson	Surgeon	Salt Lake City.
B. 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		STATIONS						10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger	310 Passenger			
Daily	Daily	Daily	Daily	Daily		MT	OGDEN	MT											
	9.15	6.10	5.55	8.05	0.0					0.0	A 6.00	A 9.10	A 9.35	A 7.20					
10.35	10.30	7.05	6.40	8.55	36.3		SALT LAKE CITY			36.3	5.05	8.25	8.45	6.30	A 4.30				
12.50	12.30	8.55	8.40	12.16	154.4		LYNNDYL			665.9	2.27	6.15	6.30	3.13	2.05				
3.00	2.05	10.08	9.53	2.20	243.5		MILFORD			576.8	1.10	5.03	5.18	1.45	12.30				
A 3.45				3.05	278.9		LUND			541.4				1.00	11.30				
	4.35	12.07	11.52	5.20	360.8		CALIENTE			459.5	10.42	2.54	3.09	11.00					
	7.20	2.45	2.30	8.50	486.1	MT	LAS VEGAS	MT		334.2	8.00	12.20	12.35	8.10					
	6.30	1.55	1.40	8.10		PT		PT			6.45	11.10	11.25	6.50					
	9.35	4.50	4.35	12.15	657.1		YERMO			163.2	3.30	8.20	8.35	3.00					
	9.58	5.08	4.53	12.45	670.5		BARSTOW			150.1	3.10	8.01	8.16	2.30					
	12.05	7.10	6.55	2.55	751.3		SAN BERNARDINO			67.3	1.00	6.08	6.23	12.25					
	12.15	7.19	7.04	3.05	754.8		COLTON			64.5	12.47	5.55	6.10	12.05					
	12.30	7.33	7.18	3.25	761.8		RIVERSIDE			57.5	12.35	5.43	5.58	11.50					
				4.05	781.5		ONTARIO			37.8				11.20					
	1.05	8.05	7.50	4.20	787.3		POMONA			32.0	12.05	5.15	5.30	11.07					
	1.40	8.40	8.25	5.00	813.8		EAST LOS ANGELES			5.7	11.35	4.50	5.05	10.35					
	A 2.00	A 9.00	A 8.45	A 5.30	821.0	PT	LOS ANGELES	PT		0.0	11.15	4.30	4.45	10.15					
							(821.0)				Daily	Daily	Daily	Daily					
(5.10)	(17.45)	(15.50)	(15.50)	(22.25)			Thru Time				(17.45)	(15.40)	(15.50)	(20.05)	(5.00)				
47.0	46.3	51.9	51.9	36.6			Average speed per hour				46.3	52.4	51.9	40.9	48.5				

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			STATIONS					36 Passenger									
		Daily																	
		7.30		0.0		SALT LAKE CITY		36.3	A 7.30										
		8.20		36.3		OGDEN		0.0	6.30										
		8.55		57.4		BRIGHAM CITY		21.1	5.30										
		9.25		85.1		CACHE JCT.		48.8	4.45										
		10.10		147.5		McCAMMON		111.2	3.30										
		11.25		170.2		POCATELLO		213.9	3.00										
		A 11.55				(170.2)			Daily										
							Thru Time				(4.25)	(4.30)							
							Average speed per hour				38.5	37.8							

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. 34	
	277	279	311	35	6	108	104	10		June 1, 1960	
	Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily		DN-R SALT LAKE CITY YL SA DS 1.0 DN-R NORTH YARD YL C 4.2 NORTH SALT LAKE 3.0 D WOODS CROSS WC 6.8 FARMINGTON 4.6 KAYSVILLE 2.2 D LAYTON NY 4.7 DN CLEARFIELD CF 3.7 ROY 5.1 BRIDGE JCT. YL 1.0 DN-R OGDEN YL OG YD RD 0.7 D. & R. G. W. CROSSING YL 0.9 S. P. JCT. YL 7.2 HOT SPRINGS 5.2 WILLARD 7.1 DN BRIGHAM CITY YL BM 9.3 HONEYVILLE 5.5 DEWEY 8.7 WHEELON 4.2 DN CACHE JCT. YL CJ 8.1 TRENTON 3.7 CORNISH 4.5 WESTON 5.9 D DAYTON CN 4.2 CLIFTON 3.1 COULAM 6.4 SWAN LAKE 10.3 DN DOWNEY DO 5.0 VIRGINIA 4.7 D ARIMO A 6.5 DN-R McCAMMON YL MC 6.5	
P				7.30PM	6.30PM	8.45AM	8.25AM	5.05AM	0.0	(147.5)	
DOFT WYZ	9.00PM	7.05PM							1.0	(147.5)	
PX	9.10	7.15		7.38	6.38	8.53	8.33	5.13	5.2	(147.5)	
PX				7.41	6.41	8.56	8.36	5.16	8.2	(147.5)	
WS 73 PX	9.25	7.27		7.47	6.47			5.22	15.0	(147.5)	
CS 131 P	9.32	7.33		7.51	6.51	9.05	8.45	5.26	19.6	(147.5)	
	9.36	7.36		7.53	6.53			5.28	21.8	(147.5)	
WS 54 ES 115 PX	9.43	7.43		7.57	6.57			5.32	26.5	(147.5)	
ES 38 PX	9.50	7.48		8.01	7.01	9.14	8.54	5.36	30.2	(147.5)	
P	9.59	7.55		8.06	7.06	9.18	8.58	5.41	35.3	(147.5)	
CDOFT WYZ	10.10	8.05	7.30AM	8.20	7.20PM	9.35AM	9.10AM	6.00AM	36.3	(147.5)	
	11.15	9.00		8.55					37.0	(147.5)	
119 P	11.25	9.10	7.40	9.04					37.9	(147.5)	
120 P	11.37	9.20	f 7.50	9.11					45.1	(147.5)	
121 P	11.45	9.27	f 7.58	9.16					50.3	(147.5)	
WS 115 ES 66 PY	11.55PM	9.38	A 8.10AM	s 9.25					57.4	(147.5)	
121 P	12.10AM	9.50		9.36					66.7	(147.5)	
123 P	12.20	9.56		9.41					72.2	(147.5)	
122 P	12.40	10.07		9.51					80.9	(147.5)	
WS 107 ES 65 DP WYZ	1.30	10.22		s 10.10					85.1	(147.5)	
124 P	1.57	10.33		10.20					93.2	(147.5)	
P				10.23					96.9	(147.5)	
122 P	2.20	10.43		10.28					101.4	(147.5)	
122 P	2.35	10.53		f 10.37					107.3	(147.5)	
P				10.41					111.5	(147.5)	
127 P	2.44	11.02		10.44					114.6	(147.5)	
122 P	2.53	11.10		10.50					121.0	(147.5)	
122 P	3.10	11.25		s 11.04					131.3	(147.5)	
P				11.11					136.3	(147.5)	
123 P	3.38	11.36		11.16					141.0	(147.5)	
125 127 IPY	A 3.50AM	A 11.50PM		As 11.25PM					147.5	(147.5)	

(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	Mile Post	FIRST CLASS					SECOND CLASS			Car Capacity of sidings, 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	
Time-Table No. 34										
June 1, 1960										
STATIONS										
DN-R SALT LAKE CITY YL SA DS	36.3	A 7.30AM	A 8.55AM	A 6.40PM	A 6.55PM	A 10.05PM				P
1.0										DOFT WYZ
DN-R NORTH YARD YL C	35.3						A 5.30AM		A 6.20PM	PX
4.2										PX
NORTH SALT LAKE	31.1	7.07	8.42	6.29	6.44	9.52	5.15		6.05	PX
3.0										PX
D WOODS CROSS WC	28.1	7.04	8.39	6.26	6.41	9.49	5.08		6.00	PX
6.8										WS 73 PX
FARMINGTON	21.3	6.58	8.33			9.43	4.59		5.51	PX
4.8										CS 131 P
KAYSVILLE	18.7	6.54	8.29			9.39	4.52		5.45	PX
2.2										PX
D LAYTON NY	14.5	6.52	8.27	6.14	6.29	9.37	4.48		5.42	PX
4.7										WS 54 ES 115 PX
DN CLEARFIELD CF	9.8	6.47	8.22			9.32	4.42		5.35	PX
3.7										P
ROY	6.1	6.42	8.17	6.07	6.22	9.27	4.35		5.28	P
5.1										CDOFT WYZ
BRIDGE JCT. YL	1.0	6.37	8.12	6.02	6.17	9.22	4.25		5.20	P
1.0										WS 115 ES 66 PY
DN-R OGDEN YL OG YD RD	0.0	6.30	8.05AM	5.55PM	6.10PM	9.15PM	4.20	A 2.15PM	5.15	P
0.7		6.00					3.50		5.01	P
D. & R. G. W. CROSSING YL	0.7									119 P
0.9										120 P
S. P. JCT. YL	1.6	5.50					3.40	2.01	4.50	P
7.2										121 P
HOT SPRINGS	8.8	5.43					3.27	1.50	4.40	P
5.2										121 P
WILLARD	14.0	5.38					3.20	1.42	4.33	P
7.1										WS 115 ES 66 PY
DN BRIGHAM CITY YL BM	21.1	s 5.30					3.10	1.30PM	4.23	P
9.3										121 P
HONEYVILLE	30.4	5.14					2.55		4.08	P
5.5										123 P
DEWEY	35.9	5.09					2.47		4.01	P
8.7										122 P
WHEELON	44.6	4.59					2.35		3.50	P
4.2										WS 107 ES 65 DP WYZ
DN CACHE JCT. YL CJ	48.8	s 4.45					2.15		3.35	P
8.1										124 P
TRENTON	56.9	4.27					1.57		3.22	P
3.7										P
CORNISH	60.6	4.24								P
4.5							1.47		3.11	P
WESTON	65.1	4.20								P
5.9										122 P
D DAYTON CN	71.0	f 4.14					1.38		3.01	P
4.2										P
CLIFTON	75.2	4.10								P
3.1										127 P
COULAM	78.3	4.07					1.28		2.50	P
6.4										122 P
SWAN LAKE	84.7	4.01					1.18		2.40	P
10.3										122 P
DN DOWNEY DO	95.0	s 3.50					1.05		2.25	P
5.0										P
VIRGINIA	100.0	3.43								P
4.7										123 P
D ARIMO A	104.7	3.38					12.52		2.12	P
6.5										125 127 IPY
DN-R McCAMMON YL MC	111.2	s 3.30AM					12.40AM		2.00PM	P
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	

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

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 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 Siding, etc. See Note (A) Page 18		
309 Passenger	9 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger			310 Passenger	10 Passenger	104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger			
Daily	Daily	Daily	Daily	Daily										
					STATIONS									
						DN-R NORTH YARD YL C	35.3							
					0.7 GRANT TOWER YL	36.0								
					1.6 WEST. PAC. CROSSING YL	781.8								
					2.1 BUENA VISTA	779.2								
10.35PM	10.30PM	7.05PM	6.50PM	9.35AM	DN-R SALT LAKE CITY YL SA	36.3	A 4.30AM	A 4.40AM	A 8.15AM	A 8.30AM	A 6.00PM			
					1.3 EIGHTH SO. ST. YL	37.6								
					0.2 D. & R. G. W. CROSSING YL	37.8								
					0.2 D. & R. G. W. CROSSING YL	38.0								
					3.1 BUENA VISTA	779.2	4.10	4.20	7.57	8.12	5.20			
				s 10.02	D GARFIELD GF	768.3				f 5.10				
					1.2 D. & R. G. W. CROSSING	767.1								
					2.7 LAKE POINT	764.4								
					8.0 ERDA	756.4								
				s 10.30	D WARNER DU	748.2				s 4.45				
				f 10.38	5.6 STOCKTON	742.6				f 4.38				
				f 10.47	D ST. JOHN SJ	736.1				f 4.31				
					12.8 FAUST	723.3								
					6.1 PEHRSON	717.2								
					7.3 LOFGREEN	709.9								
					5.7 BOULTER	704.2								
				f 11.36AM	D TINTIC U	698.6				f 3.52				
					8.7 McINTYRE	691.9								
					6.6 JERICO	685.3								
					10.3 CHAMPLIN	675.0								
s 12.50AM	12.30AM	8.55	8.40	f 12.16PM	9.1 LYNNDYL	665.9	f 2.05	2.27	6.15	6.30	f 3.13			
					7.7 STRONG	658.2								
s 1.10	s 12.45			s 12.40	DN DELTA AK	649.4	s 1.45	s 2.10			s 2.55			
					9.5 VAN	639.9								
					8.9 CLEAR LAKE	631.0								
					5.1 NEELS	625.9								
					8.4 BLOOM	617.5								
					7.9 CRUZ	609.6								
					10.2 BLACK ROCK	599.4								
					9.7 READ	589.7								
					4.6 MURDOCK	585.1								
A 2.30AM	A 1.55AM	A 10.05PM	A 9.50PM	A 2.10PM	DN-R MILFORD YL FD	576.8	12.30AM	1.10AM	5.03AM	5.18AM	1.45PM			
					(207.2)		Daily	Daily	Daily	Daily	Daily			

(3.55) 52.9	(3.25) 60.7	(3.00) 69.1	(3.00) 69.1	(4.35) 45.2	..... Thru Time	(4.00) 51.8	(3.30) 59.2	(3.12) 64.8	(3.12) 64.8	(4.15) 48.8
					..... Average speed per hour					

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					Time-Table No. 34 June 1, 1960	Mile Post	FIRST CLASS					Car Capacity of Siding, etc. See Note (A) Page 18		
107 Streamliner Passenger	103 Streamliner Passenger	5 Passenger	309 Passenger	9 Passenger			104 Streamliner Passenger	108 Streamliner Passenger	6 Passenger	310 Passenger	10 Passenger			
Daily	Daily	Daily	Daily	Daily										
					STATIONS									
DPTWYZ	10.08PM	9.53PM	2.20PM	3.00AM		2.05AM	DN-R MILFORD YL FD	576.8	A 5.00AM	A 5.15AM	A 1.35PM	A 12.15AM	A 1.00AM	
123 P						5.1 UPTON	571.7							
122 P						10.1 THERMO	561.6							
122 P						6.8 NADA	554.8							
122 P						4.3 LATIMER	550.5							
122 PY						9.1 LUND UN	541.4			s 1.00	11.30PM			
122 PW						9.9 ZANE	531.5							
122 P						4.8 BERYL	526.7			s 12.43				
122 PY						10.9 HEIST	515.8							
122 P						6.0 MODENA NA	509.8			s 12.28PM				
122 P						8.6 UVADA	501.2							
126 PY						7.5 CRESTLINE	493.7							
122 P						4.4 BROWN	489.3							
123 P						4.7 ACOMA	484.6							
133 P						9.3 ISLEN	475.3							
44 P						3.0 LITTLE SPRINGS	472.3							
84 P						3.9 MINTO	468.4							
122 P						4.1 ECCLES	464.3							
ES 118 WS116 DPY	12.07AM	11.52PM	s 5.20			DN CALIENTE YL CS	459.5	2.54	3.09	s 11.00AM		s 10.42PM		
124 P						5.0 ETNA	454.5							
122 P						4.6 STINE	449.9							
122 P						5.0 BOYD	444.9							
146 P						6.5 ELGIN	438.4			s 10.15				
121 P						3.9 KYLE	434.5							
101 P						5.4 LEITH	429.1							
76 P						10.0 CARP	419.1							
124 P						5.6 VIGO	413.5							
68 P						5.0 GALT	408.5							
121 P						5.6 HOYA	402.9							
136 P						5.0 ROX	397.9							
124 P						4.5 FARRIER	393.4							
123 PY						10.3 MOAPA MA	383.1			s 9.07				
124 P						9.6 UTE	373.5							
124 P						10.5 DRY LAKE	368.0							
74 P						5.5 GARNET	357.5							
123 P						5.5 APEX	352.0							
124 P						5.0 DIKE	347.0							
124 P						8.3 WANN	338.7							
DPTWYZ	A 2.45AM	A 2.30AM	A 8.50PM			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) 52.5	(4.37) 52.5	(6.30) 37.3	(0.45) 47.2	(5.15) 46.2	..... Thru Time	(4.40) 52.0	(4.40) 52.0	(5.25) 44.8	(0.45) 47.2	(5.00) 48.5
					..... Average speed per hour					

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. 34 June 1, 1960	Mile Post	SECOND CLASS		
	307 Mixed Daily Except Sunday	305 Mixed Daily Except Sunday				308 Mixed	306 Mixed	
				STATIONS				
DOPT 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	7.3	D MURRAY YL FN	43.6		f 11.40	
36 P		2.35	7.9	PALLAS YL	44.2		11.35	
AI			11.4	D. & R. G. W. 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		
125 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	LYNDYL YL	665.9	3.45PM		
				(134.1)		Daily Except Sunday	Daily Except Saturday	
	(4.00) 21.7	(3.15) 14.6		Thru Time	(2.35) 33.6	(3.15) 14.6		Average speed per hour

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD		CEDAR CITY BRANCH			EASTWARD		Westward IRON MOUNTAIN BRANCH Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	FIRST CLASS	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
	417 Local Freight Daily Except Sunday	309 Passenger Daily			310 Passenger	418 Local Freight			
			STATIONS					STATIONS	
122 188 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	20.3	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
			(32.5)		Daily	Daily Except Sunday		(14.9)	
	(1.20) 24.4	(2.30) 13.0	Thru Time		(1.20) 24.4	(1.15) 26.0		Average speed per hour	

WESTWARD		MEAD LAKE BRANCH		EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960		Mile Post		
	123 PY	D		MA	0.0
			STATIONS		
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		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 34 June 1, 1960		Mile Post	SECOND CLASS	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34 June 1, 1960	Mile Post
	403 Local Freight Monday Wednesday Friday	404 Local Freight						
			STATIONS				STATIONS	
ES 118 WS 116 DPY	7.30AM	DN-R CALIENTE YL CS	0.0	A 2.45PM	123 PW 188 Y	DN	DELTA YL AK	0.0
27	f 8.20	PANACA	14.5	f 1.30	10		GREENWOOD (Spur)	21.7
Y	A 9.45AM	D PIOCHE YL RM	32.7	12.01PM	28 Y	D	FILLMORE YL FI	32.2
			(32.7)	Monday Wednesday Friday			(32.2)	
	(2.15) 14.5	Thru Time		(2.44) 12.0			Average speed per hour	

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 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		Mile Post	SECOND CLASS
	303		June 1, 1960			304
	Mixed					Mixed
	Daily Except Sunday					
STATIONS						
DPWYZ	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	D	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	D	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	D	5.1 SMITHFIELD YL	31.5	f 12.30
33	P f 7.45	37.4	D	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	D-R	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		Mile Post	SECOND CLASS
	311		June 1, 1960			312
	Mixed					Mixed
	Daily Except Sunday					
STATIONS						
WS ES 115 66 PY	8.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A 1.15PM
58	f 8.45	5.6		5.8 CORINNE	5.6	f 12.57
30	f 8.57	11.5		5.9 FORD	11.5	f 12.45
28	f 9.02	13.7		2.2 CROPLEY	13.7	f 12.40
48	P s 9.20	17.8	D	4.1 TREMONTON YL	17.8	s 12.30
20	PY s 9.30	19.8	D	2.0 GARLAND YL	19.8	s 12.20
20	f 9.42	25.0		5.2 FIELDING	25.0	f 12.05PM
31	PY A 10.45AM	51.5	D-R	26.5 MALAD YL MV	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 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. 34		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 34		Mile Post		
	June 1, 1960				June 1, 1960				June 1, 1960				
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
			0.3					3.4				5.1	
			D. & R. G. W. CROSSING YL	0.3				HAWS YL	3.4	19		SUNSET YL	5.1
			1.8					5.8					
11			BARNES YL (Spur)	2.1	17			BRADFORD YL	9.2				
(2.1)		..... Thru Time		(9.2)		..... Thru Time		(5.1)		..... Thru Time		(5.1)	
		..... Average speed per hour .....				..... Average speed per hour .....				..... Average speed per hour			

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

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Cornish Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.6.	40	30	Marsh Valley Gravel Pit Trackage.		8
Wheelon Between M.P. 44.6* and 46.4. (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.4 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	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.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	79	50	Erda Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 577.5 and 579.1.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Delta Between M.P. 651.4 and 651.6.	70	60	50	Lake Point Kennecott Copper Co. Highline Trackage.			15
Between M.P. 652.9 and 653.2.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Between M.P. 682.5 and 684.5.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Freight Line Between Buena Vista and 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.	Psg.	Fr.		Str.	Psg.	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 357.8* (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.	Psg.	Fr.		Str.	Psg.	Fr.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Brown Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

PROVO SUBDIVISION

Between Lynndyl and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	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 (See Note) 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. Eureka, within city limits.		12	Mead Lake Branch Maximum Speed.		25
Fillmore 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.		30	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	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.
51"	70.6				

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					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level
Oxford	81.3	Elevator Spur 15	East	Level	Mill Spur	44.4	13	West	East
Beers	72.3	9	East	East	Malad Branch				
Thorensen	68.5	22	West	East	Chase	3.9	27	West	Level
Anderson	63.7	15	Both	East	Washakie	34.4	7	East	Level
Utida	62.4	2	East	East	Portage	36.7	3	West	Level
Morton	58.2	15	Both	Level	Woodruff	40.5	7	East	West
Cottle	55.7	24	Both	East	Eureka Branch				
Collinston	40.1	9 P	West	East	Eureka	3.5	Yard	Both	East
Madsen	32.5	21	Both	East	Silver City Branch				
Bushnell	19.3	Spur 1.4 Mi.	East	East	Silver City	2.4	9	Both	East
Perry (1)	17.2	Old Siding 54 P	Both	Level	Cedar City Branch				
Harrisville	4.7	Team Track 24	Both	Level	Kaiser	22.5	85	Both	East
Browning	2.7	28 P	Both	Level	Stock Yards	29.9	Stock Track 26 Stock Spur 0.5 Mi.	West	East
Lodjic	2.3	27	Both	West	Pioche Branch				
Layton Sugar Factory Spur	13.8	Spur 0.5 Mi. X	East	West	Caliente Gravel Spur	1.4	107	West	West
Pioneer	29.7	39 X	East	East	Prince Branch				
Becks	32.9	57	Both	East	Mendha	4.2	3	East	East
		Old Siding 81 P	Both	East	Caselton	6.5	Yard	East	West
		Advance Track 68	Both	East	Prince	8.6	3	Both	West
Second Subdivision					Mead Lake Branch				
Industrial Center Spur	779.9	43 P	West	East	Standard Oil Co.	3.1	6	East	East
Bauer	744.8	31 P	Both	East	Arrowhead	3.3	20	West	East
Clover	732.8	Govt. Yard P	East	East	Seven Arrow Gypsum	9.3	7	East	West
Oasis (2)	644.4	31 P	Both	West	Ambur	9.5	5	East	West
Borden	620.9	3 P	West	East	Virgin	12.8	6	Both	West
Pumice	604.8	14 P	Both	East	Glassand	13.7	25	West	West
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					
Valley	342.4	Gov't Ordnance Spur 4.0 Mi. 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					
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.

