

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. 35 October 9, 1960	
	277 Time Freight	279 Time Freight	311 Mixed	35 Passenger	6 Passenger	104 Streamliner Passenger	10 Passenger		STATIONS	
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
P				7.30PM	6.30PM	8.25AM	7.50AM	0.0	DN-R SALT LAKE CITY YL DS SA	
DOPT WYZ	9.00PM	7.05PM						1.0	DN-R NORTH YD. YL C	
PX	9.10	7.15		7.38	6.38	8.33	7.58	5.2	NORTH SALT LAKE	
PX				7.41	6.41	8.36	8.01	8.2	D WOODS CROSS WC	
WS 73 PX	9.25	7.27		7.47	6.47		8.07	15.0	FARMINGTON	
CS 131 P	9.32	7.33		7.51	6.51	8.45	8.11	19.6	KAYSVILLE	
	9.36	7.36		7.53	6.53		8.13	21.8	D LAYTON NY	
WS 54 PX ES 115	9.43	7.43		7.57	6.57		8.17	26.5	DN CLEARFIELD CF	
ES 38 PX	9.50	7.48		8.01	7.01	8.54	8.21	30.2	ROY	
P	9.59	7.55		8.06	7.06	8.58	8.26	35.3	BRIDGE JCT. YL	
CDFOPT WYZ	10.10	8.05		8.20	A 7.20PM	A 9.10AM	A 8.45AM	36.3	DN-R OGDEN YL OG YD RD	
	11.15	9.00 ³⁵	6.05 ³⁶ AM	8.55 ²⁷⁹				37.0	D. & R. G. W. CROSSING YL	
119 P	11.25	9.10	6.15	9.04				37.9	S. P. JCT. YL	
120 P	11.37	9.20	f 6.26	9.11				45.1	HOT SPRINGS	
121 P	11.45	9.27	f 6.34	9.16				50.3	WILLARD	
WS 115 PY ES 66	11.55PM	9.38	A 6.50AM	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 DP ES 65 WYZ	1.30	10.22		s 10.10				85.1	DN CACHE JCT. YL CJ	
124 P	1.57 ²⁸⁰	10.33		10.20				93.2	TRENTON	
P				10.23				96.9	CORNISH	
122 P	2.20	10.43		10.28				101.4	WESTON	
122 P	2.35	10.53		f 10.37				107.3	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 ³⁶	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)		
	(6.50)	(4.45)	(0.45)	(3.55)	(0.50)	(0.45)	(0.55)		Thru Time	
	21.6	31.1	28.1	37.7	43.6	48.4	39.6		Average speed per hour	

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 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. 35 October 9, 1960	Mile Post	FIRST CLASS				SECOND CLASS			Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36 Passenger	5 Passenger	103 Streamliner Passenger	9 Passenger	280 Time Freight	312 Mixed	278 Stock Special	
		STATIONS							
DN-R SALT LAKE CITY YL DS SA	36.3	A 7.30AM	A 8.55AM	A 8.00PM	A 8.50PM				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	7.49	8.37	5.15		6.05	PX
D WOODS CROSS WC	28.1	7.04	8.39	7.46	8.34	5.08		6.00	PX
FARMINGTON	21.3	6.58	8.33		8.28	4.59		5.51	WS 73 PX
KAYSVILLE	16.7	6.54	8.29		8.24	4.52		5.45	CS 131 P
D LAYTON NY	14.5	6.52	8.27	7.34	8.22	4.48		5.42	
DN CLEARFIELD CF	9.8	6.47	8.22		8.17	4.42		5.35	WS 54 PX ES 115
ROY	6.1	6.42	8.17	7.27	8.12	4.35		5.28	ES 38 PX
BRIDGE JCT. YL	1.0	6.37	8.12	7.22	8.07	4.25		5.20	P
DN-R OGDEN YL OG YD RD	0.0	6.30	8.05AM	7.15PM	8.00PM	4.20	A 2.15PM	5.15	CDFOPT WYZ
D. & R. G. W. CROSSING YL	0.7	6.00 ³¹¹				3.50		5.01	
S. P. JCT. YL	1.6	5.50				3.40	2.01	4.50	119 P
HOT SPRINGS	8.8	5.43				3.27	f 1.50	4.40	120 P
WILLARD	14.0	5.38				3.20	f 1.42	4.33	121 P
DN BRIGHAM CITY YL BM	21.1	s 5.30				3.10	1.30PM	4.23	WS 115 PY ES 66
HONEYVILLE	30.4	5.14				2.55		4.08	121 P
DEWEY	35.9	5.09				2.47		4.01	123 P
WHEELON	44.6	4.59				2.35		3.50	122 P
DN CACHE JCT. YL CJ	48.8	s 4.45				2.15		3.35	WS 107 DP ES 65 WYZ
TRENTON	56.9	4.27				1.57 ²⁷⁷		3.22	124 P
CORNISH	60.6	4.24							P
WESTON	65.1	4.20				1.47		3.11	122 P
D DAYTON CN	71.0	f 4.14				1.38		3.01	122 P
CLIFTON	75.2	4.10							P
COULAM	78.3	4.07				1.28		2.50	127 P
SWAN LAKE	84.7	4.01				1.18		2.40	122 P
DN DOWNEY DO	95.0	s 3.50				1.05		2.25	122 P
VIRGINIA	100.0	3.43							P
D ARIMO A	104.7	3.38 ²⁷⁷				12.52		2.12	123 P
DN-R McCAMMON YL MC	111.2	s 3.30AM				12.40AM		2.00PM	125 127 IPY
	(147.5)	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
Thru Time	(4.00)	(0.50)	(0.45)	(0.50)	(4.50)	(0.45)	(4.20)		
Average speed per hour	36.9	43.6	48.4	43.6	30.5	28.1	34.0		

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.
 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		CACHE VALLEY BRANCH				Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time Table No. 35				Mile Post	SECOND CLASS
	303 Mixed	October 9, 1960					304 Mixed
	Daily Except Sunday	STATIONS					
	DPWYZ	5.30AM	DN-R	CACHE JCT. YL CJ	0.0	A	3.00PM
	8			PETERSBORO (Spur)	4.8		
	37	f 5.55		MENDON	8.6	f	2.15
	15	P f 6.15	D	WELLSVILLE	13.8	f	1.55
	24			HILLS	14.5		
	23	f 6.30		HYRUM	17.6	f	1.30
	11			HOLT	20.2		
	50	PYZ s 6.55	D	LOGAN YL Q	24.1	s	1.10
	17			GREENVILLE	26.4		
	18	P f 7.22	D	SMITHFIELD YL	31.5	f	12.30
	33	P f 7.45	D	RICHMOND YL	37.4	f	12.01PM
				LEWISTON (Spur)	41.5		
	33	P f 8.25		FRANKLIN	43.8	f	11.20AM
	25	f 8.35		WHITNEY YL	48.0	f	11.08
	24	Y A 9.30AM	D-R	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	Time-Table No. 35				Mile Post	SECOND CLASS
	311 Mixed	October 9, 1960					312 Mixed
	Daily Except Sunday	STATIONS					
WS 115 PY ES 66	7.30AM	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15PM	
53	f 7.45		CORINNE	5.6	f	12.57	
30	f 7.57		FORD	5.9	f	12.45	
28	f 8.02		CROPLEY	2.2	f	12.40	
48	P s 8.15	D	TREMONTON YL	17.8	s	12.30	
20	PY s 8.30	D	GARLAND YL	19.8	s	12.20	
20	f 8.46		FIELDING	5.2	f	12.05PM	
31	PY A 10.15AM	D-R	MALAD YL MV	51.5		11.01AM	
			(51.5)			Daily Except Sunday	
	(2.45)		Thru Time	(2.14)			
	18.7		Average speed per hour	23.1			

One Yard Limit between M.P. 16.89 east of Tremonton and M.P. 20.79 west of Garland.

Westward SYRACUSE BRANCH Eastward		Westward BEAR RIVER BRANCH Eastward		Westward THATCHER BRANCH Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 35	Mile Post	Time-Table No. 35	Mile Post	Time-Table No. 35
	October 9, 1960		October 9, 1960		October 9, 1960
	STATIONS		STATIONS		STATIONS
WS 54 PX CS 115	DN CEARFIELD YL CF	0.0	20 Y D	GARLAND YL	0.0
	I D. & R. G. W. CROSSING YL	0.3		HAWS YL	3.4
	BARNES YL (Spur)	2.1	17	BRADFORD YL	9.2
	(2.1)		(9.2)		(5.1)

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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

For setout tracks.—See Page 18.

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

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

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

Designation "Str."—Train with Diesel locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.
Designation "Frnt."—Train with freight cars; train with caboose only; locomotive without cars.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
When caboose is handled in train consisting of passenger train equipment.		60		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
When using No. 14 turn-outs.	25	25	20				
When using other cross-overs or turn-outs.	15	15	15				
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	Trains handling UP ore cars Nos. 8000 to 8499 or 26000 to 26499 under load or empty.			45
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	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
Diesel road freight or road switch locomotives.	65	65		Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines. On branch lines.			30 20
Gas turbine locomotives.	65	65					
Diesel yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	35 50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions On Provo Subdivision. On Branch Lines.	50	50	50 25 20	Jordan spreaders and other machines of spreader type, when in operation.			15
Steam engines.		45	45	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Steam engines, backing up.		20	20	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial units other than yard-switch type. Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30				
Multiple unit engine when controlled from other than leading unit.	30	30	30	Wye tracks except those portions used as main track or siding.	6	6	6

**FIRST SUBDIVISION
Between Ogden and McCammon**

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

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

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	30	15	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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Erda			
Milford				Between M.P. 757.1* and 758.9 (See Note).	55	45	35
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				Lake Point			
Between M.P. 651.4 and 651.6.	70	60	50	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				Garfield			
Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 770.1 and 770.5.	70	60	50
Champlin				Buena Vista			
Between M.P. 678.9 and 679.2.	65	55	45	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				Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Between M.P. 685.6 and 689.0.	60	50	40	Freight Line Between Buena Vista and North Yard.	20	20	20
McIntyre				Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Tintic				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.			
Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City			
Between M.P. 702.1 and 703.8.	70	60	50				
Boulter							
Between M.P. 705.8 and 715.9.	55	45	35				
Pehrson							
Between M.P. 719.6 and 721.0.	60	50	40				
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 Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	79	50	Farrier			
Las Vegas				Maximum Speed at any point between Farrier and M.P. 500, near Uvada.	70	60	50
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. 394.6 and 395.9.	35	35	30
Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	30
Apex				Hoya			
Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 403.7 and 419.7.	35	35	30
Garnet				Carp			
Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Leith			
Dry Lake				Between M.P. 430.0 and 455.2.	35	35	30
Between M.P. 363.9 and 364.3.	70	60	50	Etna			
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 458.4 and 458.8.	45	35	30
Ute				Caliente			
Between M.P. 379.2 and 379.6.	60	50	40	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 Las Vegas and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Caliente				Brown			
Between M.P. 460.0 and 460.3* (See Note).	45	35	25	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. 461.7 and 463.9.	45	35	25	Between M.P. 494.1 and 494.4.	40	30	25
Eccles				Between M.P. 495.0 and 497.3.	30	25	20
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				Uvada			
Between M.P. 468.1 and 468.3* (See Note).	55	45	35	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. 479.1 and 479.5.	40	30	25	Between M.P. 576.5* and 577.2 (See Note).	20	20	20
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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	50	40	40	Lehi			
Lynndyl				Sugar Factory Trackage west of stockyards.			5
Between M.P. 665.7 and 666.0.	15	15	15	Cutler			
Between M.P. 666.0 and 667.3.	40	30	20	Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 674.8 and 676.4.	40	40	40	Draper			
Between M.P. 676.4 and 677.7.	20	20	20	Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 677.7 and 686.2.	30	30	25	Sandy			
Mills				Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Between M.P. 691.8 and 694.4.	40	30	25	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Nephi				Atwood			
(See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Midvale Smelter Trackage.			12
Santaquin				Between M.P. 46.2 and 40.3.	30	30	20
Between M.P. 732.6 and 733.5.	40	30	25	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
Provo				Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
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				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.			
Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove							
City Limits, between M.P. 762.9 and 764.0.	20	20	20				
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	
	Psg.	Fr.		Psg.	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
Eureka and Silver City Branches.		12	Casleton Spur.		10
Eureka, within city limits.		6	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 CitySwitchmen'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	1.7 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	Level	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	17.2	Old Siding 54 P	Both	Level	Cedar City Branch				
		Team Track 24	Both	Level	Kaiser	22.5	85	Both	East
Harrisville	4.7	28 P	Both	Level	Stock Yards	29.9	Stock Track 26 Stock Spur 0.5 Mi.	West	East
Browning	2.7	27	Both	West	Pioche Branch				
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Caliente Gravel Spur	1.4	107	West	West
Layton Sugar Factory Spur	13.8	39 X	East	East	Prince Branch				
Pioneer	29.7	57	Both	East	Mendha	4.2	3	East	East
Becks	32.9	Old Siding 81 P Advance Track 68	Both	East	Casleton	6.5	Yard	East	West
			Both	East	Prince	8.6	3	Both	West
Second Subdivision					Mead Lake Branch				
Industrial Center					Standard Oil Co....	3.1	6	East	East
Spur	779.9	43 P	West	East	Arrowhead	3.3	20	West	East
Bauer	744.8	31 P	Both	East	Seven Arrow Gypsum	9.3	7	East	West
Clover	732.8	Gov't. Yard P	East	East	Amber	9.5	5	East	West
Oasis	644.4	31 P	Both	West	Virgin	12.8	6	Both	West
Borden	620.9	3 P	West	East	Glassand	13.7	25	West	West
Pumice	604.8	14 P	Both	East					
Third Subdivision									
Barclay	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	Both	West					
		Spur 10	West	West					
Cushing	47.5	21	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur...	769.1	99	East	West					
Hardy Beet Spur..	761.8	31	West	East					
Bunker Spur	759.9	17	East	East					
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	20	Both	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	East	Dry Lake	363.0	20	Both	East
		Storage 43	West	West	Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	9	East	West
					Wann	338.7	15	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	21	Both	East	Draper	782.9	45	Both	East
Stockton	743.0	37	Both	West	Mount	775.5	49	Both	West
St. John	736.1	43	Both	Level	Geneva	758.0	105	Both	West
Faust	723.3	33	Both	East	Springville	748.0	29	Both	East
Pehrson	717.2	14	Both	East	Spanish Fork	744.4	18	Both	East
Lofgreen	709.9	22	Both	East	Starr	722.0	15	West	West
Boulter	704.2	21	Both	East	Juab	696.3	32	Both	West
McIntyre	691.9	21	Both	West					
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 20	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 35	Both	West
Van	639.9	22	Both	West	Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
Clear Lake	631.0	22	Both	East					
Neels	625.9	22	Both	East	Malad Branch				
Bloom	617.5	22	Both	Level	Corinne	5.6	Beet Track 67	East	Level
Cruz	609.6	23	Both	Level			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.