

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

W. R. DAVIS, Trainmaster.....Milford, Utah

F. D. ACORD, Master Mechanic.....Salt Lake City, Utah

H. A. WILLIAMS, Terminal Road Foreman
 of EnginesSalt 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

G. R. TROUTMAN, Superintendent of Safety and
 CourtesyLos Angeles, California

J. E. PETERSEN, Ass't Superintendent of Safety
 and Courtesy.....Salt Lake City, Utah

**First, Second and Third Subdivisions and Branches
 McCammon to Caliente**

R. D. BRINK, Chief Train Dispatcher
 Salt Lake City, Utah

C. E. WEICHERS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

R. L. MAUGHAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

T. P. ROGERS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

G. E. LEARY, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

R. K. GROUSSMAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

B. F. HYDE, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

**Third Subdivision and Branches
 Caliente to Las Vegas**

R. A. FORBES, Chief Train Dispatcher.....Las Vegas, Nev.

R. L. GUNDY, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

G. J. WILDE, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

J. T. HOLYOAK, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

UNION PACIFIC RAILROAD EMPLOYEES HOSPITAL ASSOCIATION

PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE
L. J. Tauffer.....	District Surgeon.....	Salt Lake City.
R. R. Merrell.....	District Surgeon.....	Pocatello.
D. L. Gamette.....	District Surgeon.....	Los Angeles.
K. E. Noyes.....	Surgeon.....	American Fork.
J. E. Trowbridge.....	Surgeon.....	Bountiful.
Jas. H. Clark.....	Physician.....	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. J. Corry.....	Surgeon.....	Cedar City.
M. E. Bird.....	Surgeon.....	Delta.
M. A. Lyman.....	Surgeon.....	Delta.
L. G. Burkett.....	Surgeon.....	Downey.
H. S. Jensen.....	Surgeon.....	Farmington.
V. R. Kelly.....	Surgeon.....	Kaysville.
J. B. Demman.....	Surgeon.....	Las Vegas.
J. J. Hamill.....	Surgeon.....	Las Vegas.
D. J. Romeo.....	Surgeon.....	Las Vegas.
N. Z. Tanner.....	Surgeon.....	Layton.
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.
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.
M. D. Gardner.....	Physician.....	Ogden.
R. E. Nilsson.....	Surgeon.....	Ogden.
G. F. Kearns.....	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. 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.
S. N. Clark.....	Oculist & Aurist.....	Provo.
J. J. Weight.....	Surgeon.....	Provo.
J. B. Westwood.....	Surgeon.....	Provo.
W. G. Noble.....	Surgeon.....	Richmond.
L. J. Tauffer.....	District Surgeon.....	Salt Lake City.
Harry Berman.....	Oculist & Aurist.....	Salt Lake City.
Alan S. Crandall.....	Oculist.....	Salt Lake City.
R. D. Matheson.....	Surgeon.....	Salt Lake City.
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. 37 September 24, 1961			Mile Post	FIRST CLASS		
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily		STATIONS				10 Passenger	104 Streamliner Passenger	6 Passenger
8.00	7.15	8.30	0.0	MT	OGDEN	MT	0.0	A 8.30	A 9.05	A 7.20
8.50 9.15	8.00 8.10	9.20 10.00	36.3		SALT LAKE CITY		36.3 784.0	7.35 7.10	8.15 8.05	6.30 6.00
11.15	10.00	12.15	154.4		LYNN DYL		665.9	4.55	5.45	3.13
12.40	11.15	2.00	243.5		MILFORD		576.8	3.40	4.33	1.45
		2.45	278.9		LUND		541.4			1.00
3.20	1.16	4.50	360.8		CALIENTE		459.5	1.12	2.24	11.00
6.05 5.15	3.55 3.05	8.00 7.25	486.1	MT PT	LAS VEGAS	MT PT	334.2	10.30 9.15	11.50 10.40	8.10 6.50
8.20	6.05	11.25	657.1		YERMO		163.2	6.00	7.45	3.00
8.43	6.23	11.55	670.5		BARSTOW		150.1	5.40	7.26	2.30
10.50	8.25	2.10	751.3		SAN BERNARDINO		67.3	3.30	5.30	12.25
11.00	8.34	2.20	754.8		COLTON		64.5	3.17	5.17	12.05
11.23	8.48	2.45	761.8		RIVERSIDE		57.5	3.05	5.05	11.50
		3.30	781.5		ONTARIO		37.8			11.20
12.03	9.20	3.48	787.3		POMONA		32.0	2.35	4.35	11.07
12.40	9.55	4.30	813.6		EAST LOS ANGELES		5.7	2.05	4.05	10.35
A 1.00	A 10.15	A 5.00	821.0	PT	LOS ANGELES	PT	0.0	1.45	3.45	10.15
					(821.0)			Daily	Daily	Daily
(18.00)	(16.00)	(21.30)			Thru Time			(17.45)	(16.20)	(20.05)
45.6	51.3	38.2			Average speed per hour			46.2	50.2	40.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 37 September 24, 1961			Mile Post	FIRST CLASS		
	35 Passenger Daily			STATIONS				36 Passenger		
	7.30		0.0		SALT LAKE CITY		36.3	A 8.00		
	8.20 8.55		36.3		OGDEN		0.0	7.05 6.35		
	9.25		57.4		BRIGHAM CITY		21.1	6.05		
	10.10		85.1		CACHE JCT.		48.8	5.25		
	11.25		147.5		McCAMMON		111.2	4.15		
	A 11.55		170.2		POCATELLO		213.9	3.45		
					(170.2)					
	(4.25)				Thru Time			(4.15)		
	38.5				Average speed per hour			40.0		

Light figures indicate A.M.

Heavy figures indicate P.M.

WESTWARD

FIRST SUBDIVISION

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS			FIRST CLASS				Distance from Salt Lake City	Time-Table No. 37 September 24, 1961
	277	279	311	35	6	104	10		
	Time Freight	Time Freight	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger		
	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		STATIONS
P				7.30 ^{PM}	6.30 ^{PM}	8.15 ^{AM}	7.35 ^{AM}	0.0	DN-R SALT LAKE CITY YL DS SA
DOPT WYZ	9.00 ^{PM}	7.05 ^{PM}						1.0	DN-R NORTH YARD YL C
PX	9.10	7.15		7.38	6.38	8.23	7.43	5.2	NORTH SALT LAKE
PX				7.41	6.41	8.26	7.46	8.2	D WOODS CROSS WC
WS 73 PX	9.25	7.27		7.47	6.47		7.52	15.0	FARMINGTON
CS 131 P	9.32	7.33		7.51	6.51	8.35	7.56	19.6	KAYSVILLE
	9.36	7.36		7.53	6.53		7.58	21.8	D LAYTON NY
WS 54 ES 115 PX	9.43	7.43		7.57	6.57		8.02	26.5	DN CLEARFIELD CF
ES 38 PX	9.50	7.48		8.01	7.01	8.44	8.06	30.2	ROY
P	9.59	7.55		8.06	7.06	8.48	8.11	35.3	BRIDGE JCT. YL
CDFOPT WYZ	10.10	8.05	6.35 ^{AM}	8.20	7.20 ^{PM}	9.05 ^{AM}	8.30 ^{AM}	36.3	DN-R OGDEN YL OG YD RD
	11.15	9.00 ³⁵		8.55 ²⁷⁹					D. & R. G. W. CROSSING YL
								37.0	S. P. JCT. YL
119 P	11.25	9.10	6.45	9.04				37.9	HOT SPRINGS
120 P	11.37	9.20	f 6.56	9.11				45.1	WILLARD
121 P	11.45	9.27	f 7.04	9.16				50.3	DN BRIGHAM CITY YL BM
WS 115 ES 66 PY	11.55 ^{PM}	9.38	A 7.20 ^{AM}	s 9.25				57.4	HONEYVILLE
121 P	12.10 ^{AM}	9.50		9.36				66.7	DEWEY
123 P	12.20	9.56		9.41				72.2	WHEELON
122 P	12.40	10.07		9.51				80.9	DN CACHE JCT. YL CJ
WS 107 ES 65 DP WYZ	1.30	10.22		s 10.10				85.1	TRENTON
124 P	1.57 ²⁸⁰	10.33		10.20				93.2	CORNISH
P				10.23				96.9	WESTON
122 P	2.20	10.43		10.28				101.4	DAYTON CN
122 P	2.35	10.53		f 10.37				107.3	CLIFTON
P				10.41				111.5	COULAM
127 P	2.44	11.02		10.44				114.6	SWAN LAKE
122 P	2.53	11.10		10.50				121.0	D DOWNEY DO
122 P	3.10	11.25		s 11.04				131.3	VIRGINIA
P				11.11				136.3	D ARIMO A
123 P	3.38	11.36		11.16				141.0	DN-R McCAMMON YL MC
125 127 IPY	A 3.50 ^{AM}	A 11.50 ^{PM}		As 11.25 ^{PM}				147.5	(147.5)

Thru Time Thru Time
Average speed per hour 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

Car Capacity of sidings, etc. See Rule 6(A) Page 18	FIRST CLASS				SECOND CLASS			Time-Table No. 37 September 24, 1961
	36	5	103	9	280	312	278	
	Passenger	Passenger	Streamliner Passenger	Passenger	Time Freight	Mixed	Stock Special	
	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	STATIONS
								DN-R SALT LAKE CITY YL DS SA
					A 5.30 ^{AM}		A 6.20 ^{PM}	DOPT WYZ
	7.42	9.07	7.49	8.37	5.15		6.05	PX
D WOODS CROSS WC	7.39	9.04	7.46	8.34	5.08		6.00	PX
FARMINGTON	7.32	8.58		8.28	4.59		5.51	WS 73 PX
KAYSVILLE	7.27	8.54		8.24	4.52		5.45	CS 131 P
D LAYTON NY	7.25	8.52	7.34	8.22	4.48		5.42	
DN CLEARFIELD CF	7.21	8.47		8.17	4.42		5.35	WS 54 ES 115 PX
ROY	7.17	8.42	7.27	8.12	4.35		5.28	ES 38 PX
BRIDGE JCT. YL	7.12	8.37	7.22	8.07	4.25		5.20	P
DN-R OGDEN YL OG YD RD	7.05	8.30 ^{AM}	7.15 ^{PM}	8.00 ^{PM}	4.20	A 2.15 ^{PM}	5.15	CDFOPT WYZ
D. & R. G. W. CROSSING YL	6.35 ³¹¹				3.50		5.01	
S. P. JCT. YL	6.25				3.40	2.01	4.50	119 P
HOT SPRINGS	6.18				3.27	f 1.50	4.40	120 P
WILLARD	6.13				3.20	f 1.42	4.33	121 P
DN BRIGHAM CITY YL BM	6.05				3.10	1.30 ^{PM}	4.23	WS 115 ES 66 PY
HONEYVILLE	5.52				2.55		4.08	121 P
DEWEY	5.47				2.47		4.01	123 P
WHEELON	5.38				2.35		3.50	122 P
DN CACHE JCT. YL CJ	5.25				2.15		3.35	WS 107 ES 65 DP WYZ
TRENTON	5.12				1.57 ²⁷⁷		3.22	124 P
CORNISH	5.09							P
WESTON	5.05				1.47		3.11	122 P
DAYTON CN	4.59				1.38		3.01	122 P
CLIFTON	4.54							P
COULAM	4.51				1.28		2.50	127 P
SWAN LAKE	4.45				1.18		2.40	122 P
D DOWNEY DO	4.34				1.05		2.25	122 P
VIRGINIA	4.27							P
D ARIMO A	4.22				12.52		2.12	123 P
DN-R McCAMMON YL MC	4.15 ^{AM}				12.40 ^{AM}		2.00 ^{PM}	125 127 IPY

Thru Time (3.45) (0.50) (0.45) (0.50) (4.50) (0.45) (4.20)
Average speed per hour 39.3 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

PROVO SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 37 September 24, 1961	Mile Post	SECOND CLASS	
	307 Mixed	305 Mixed				308 Mixed	306 Mixed
	Daily Except Sunday	Daily Except Sunday					
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 YL	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 YL	775.5	f 10.50
71 PY	f	3.45	29.0		CUTLER YL	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		PEMILL 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 YL	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
125 P	f	12.25PM	78.0		STARR YL	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 YL	696.3	f 4.45
123 P	f	2.15	118.9		PARLEY YL	681.1	f 4.15
PWY	A	3.00PM	134.1		LYNNDYL YL	665.9	3.45PM
					(134.1)		Daily Except Sunday Daily Except Saturday

(4.00) (3.15) Thru Time (2.35) (3.15)
21.7 14.6 Average speed per hour 33.6 14.6

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	Time-Table No. 37 September 24, 1961	Mile Post	SECOND CLASS	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 37 September 24, 1961	Mile Post			
								417 Local Freight	418 Local Freight	
								Daily Except Sunday	Daily Except Sunday	
122 188 PY	7.00AM	D-R	LUND YL UN	0.0	A	1.45PM	YZ	D-R	IRON SPRINGS YL GS	0.0
132	7.20		AVON	9.4		1.27			DESERT MOUND	4.5
YZ	s 7.45	D-R	IRON SPRINGS YL GS	20.3	s	1.05	Y		COMSTOCK	10.9
Loop 44	A 8.20AM	D-R	CEDAR CITY YL CD	32.5		12.30PM	Y	D	IRON MOUNTAIN YL MN	14.9
			(32.5)		Daily Except Sunday				(14.9)	
	(1.20) 24.4	Thru Time		(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. 37 September 24, 1961	Mile Post		
			STATIONS	
			123 PY D	MOAPA MA
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. 37 September 24, 1961	Mile Post	SECOND CLASS	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 37 September 24, 1961	Mile Post			
								403 Local Freight	404 Local Freight	
								Monday Wednesday Friday	Monday Wednesday Friday	
ES 118 WS 116 DPY	7.30AM	DN-R	CALIENTE YL CS	0.0	A	2.45PM	123 188 PW 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. 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	Time-Table No. 37				Mile Post	SECOND CLASS	
	303 Mixed	September 24, 1961					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. 37				Mile Post	SECOND CLASS	
	311 Mixed	September 24, 1961					312 Mixed	
	Daily Except Sunday	STATIONS						
	WS 115 ES 66 PY	7.30AM	DN-R	BRIGHAM CITY YL BM	0.0	A	1.15PM	
	58	f 7.45		CORINNE	5.6	f	12.57	
	30	f 7.57		FORD	11.5	f	12.45	
	28	f 8.02		CROPLEY	13.7	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	25.0	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. 37		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 37		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 37		Mile Post
	September 24, 1961				September 24, 1961				September 24, 1961		
	STATIONS				STATIONS				STATIONS		
	WS 54 CS 115 PX	DN	0.0	20	Y D	0.0	48	D	TREMONTON YL	0.0	
			0.3			3.4			5.1		
		I	0.3			3.4	19		SUNSET YL	5.1	
	11		2.1	17		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 "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

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	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.			40
When using No. 14 turn-outs.	25	25	20	Between Milford and Black Rock.			30
When using other cross-overs or turn-outs.	15	15	15	Between Black Rock and Lynndyl.			40
Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20	Between Lynndyl and Salt Lake via Tintic.			40
Within yard limits— Protected by continuous block signal system.	60	50	25	Between Lund and Modena.			30
Not protected by continuous block signal system.	50	40	25	Between Modena and Las Vegas.			40
On branch lines.	30	30	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks.			40
Diesel road freight or road switch locomotives.	65	65		Derricks with 4-wheel trucks.			35
Gas turbine locomotives.	65	65		For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
Diesel yard switch locomotives in road service: 1000-1100 class.	35	35	35	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
1800 class.	50	50	50	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On main lines.			30
1870 class Road Switch Locomotives: On First, Second and Third Subdivisions	50	50	50	On branch lines.			20
On Provo Subdivision.			25	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
On Branch Lines.			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.			15
Steam engines, backing up.		20	20	With side rods and main rods in place.			25
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30	30	Trains handling diesel units dead in train: Yard-switch units of any type.			35
Multiple unit engine when controlled from other than leading unit.	30	30	30	Foreign line, government, export or commercial units other than yard-switch type.			45
				Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			45
				Wye tracks except those portions used as main track or siding.	6	6	6

**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. Marsh Valley Gravel Pit Trackage.	60	50
Between M.P. 43.5 and 44.6.	40	30		8	
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7. Between M.P. 110.8 and 111.2.	60	50
Between M.P. 46.4 and 47.2.	30	30		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	Farmington Between M.P. 22.3 and 22.5	70	60	50
Trains consisting of 50% or more ore.			30	Between M.P. 26.6 and 26.8.	70	60	50
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	Salt Lake City			

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.	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 Redwood Road.	30	30	30
McIntyre				Freight Line Between Redwood Road and Grant Tower	20	20	20
Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	15	15	15
Tintic				Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 699.6 and 699.9.	70	60	50	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. 702.1 and 703.8.	70	60	50	Salt Lake City			
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				Ute			
Between Las Vegas and Farrier	79	79	50	Between M.P. 379.2 and 379.6.	60	50	40
Between Farrier and M.P. 500.0 near Uvada	70	60	50	Between M.P. 380.4 and 380.9.	65	55	45
Between M.P. 500.0 near Uvada, and Milford	79	79	50	Farrier			
Las Vegas				Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 394.6 and 395.9.	35	35	30
Dike				Between M.P. 397.5 and 398.6.	45	35	30
Between M.P. 348.4 and 351.1.	40	40	30	Hoya			
Apex				Between M.P. 403.7 and 419.7.	35	35	30
Between M.P. 356.1 and 356.8.	50	40	30	Carp			
Garnet				Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 358.8 and 359.4.	60	50	40	Leith			
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 430.0 and 455.2.	35	35	30
Dry Lake				Etna			
Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 458.4 and 458.8.	45	35	30
Between M.P. 369.1 and 369.4.	70	60	50	Caliente			
				Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	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
M.P. 665.9 M.P. 779.2 M.P. 357.8 M.P. 362.5

Eastward
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 (See Note)				Atwood			
City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Midvale Smelter Trackage.			12
Santaquin				Over crossing frog near Midvale Main St overpass			5
Between M.P. 732.6 and 733.5.	40	30	25	Between M.P. 46.2 and 40.3	30	30	20
Provo				(See Note).			
Between M.P. 751.8 and 758.5.	20	20	20	Between M.P. 40.3* and Salt Lake City.	15	15	15
Geneva				Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Over Road Crossings in Steel Plant.			15	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Pleasant Grove				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.			
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
M.P. 460.3 M.P. 468.3

Eastward
M.P. 484.4 M.P. 502.0 M.P. 576.5
M.P. 711.8 M.P. 49.0 M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Bushnell Hospital spur.	10	10	Cedar City Branch		
Malad Branch.		30	Between Lund and Iron Springs.	45	35
Syracuse Branch.		15	Between Iron Springs and Cedar City.	30	30
Clearfield			Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
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		
Bear River Branch.		10	Between Iron Springs and M.P. 5.50.		20
Cache Valley Branch			Between M.P. 5.50 and Iron Mountain.		15
Maximum Speed.		35	Pioche Branch		
Between M.P. 13.6 and 13.9.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 17.7 and 18.0.		15	Between M.P. 17.0 and 22.5.		10
Logan			Between M.P. 22.5 and 25.5.		20
Anderson Coach Spur.		4	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.9 and 44.0.		25	Prince Branch.		
Eureka and Silver City Branches.		12	Between M.P. 0.0 and 7.5.		15
Eureka, within city limits.		6	Between M.P. 7.5 and 8.7.		5
Fillmore Branch.		30	Caselton Spur.		10
All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.			Mead Lake Branch		
			Maximum Speed.		25
			Between M.P. 1.6 and 2.3.		20
			Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City.....	Yardmaster's Office, 13th North
Salt Lake City	Switchmen's Register & Locker Room, First North Street
Salt Lake City.....	Telegraph Office, Passenger Station
Salt Lake City.....	Train Dispatcher's Office
Salt Lake City.....	North Yard Telegraph Office
Salt Lake City.....	Engineer's Register Room, North Yard
Salt Lake City.....	Switchmen's Register Room, North Yard
Ogden.....	Telegraph Office, Union Depot
Ogden.....	Engine Crew Dispatcher's Office, Roundhouse
Ogden.....	Enginemen's Wash Room
Ogden.....	Riverdale Telegraph Office
Cache Jct.	Telegraph Office
Pocatello.....	Switchmen's Locker Room, Hump
Pocatello.....	Train Dispatcher's Office
Pocatello.....	Passenger Conductor's Register Room, Passenger Station
Pocatello.....	Yard Telegraph Office
Pocatello.....	Switchmen's Locker Room, New Yard
Pocatello.....	Engine Crew Dispatcher's Office
Pocatello.....	Switchmen's Locker Room, Sherman St.
Provo.....	Joint Yard Telegraph Office
Provo.....	Yard Office
Delta.....	Telegraph Office
Milford.....	Enginemen's Locker Room
Milford.....	Telegraph Office
Las Vegas.....	Freight Enginemen's Locker Room
Las Vegas.....	Passenger Enginemen's Locker Room
Las Vegas.....	Conductor's Register Room
Las Vegas.....	Telegraph Office
Las Vegas.....	Yard Office
Las Vegas.....	Dispatcher's Office

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	Branch				
Oxford	81.3	Elevator Spur 15	East	Level	Logan Sugar				
Beers	72.3	9	East	Level	Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	22	West	East	Mill Spur	44.4	13	West	East
Anderson	63.7	15	Both	East					
Utida	62.4	2	East	East	Malad Branch				
Morton	58.2	15	Both	Level	Chase	3.9	27	West	Level
Cottle	55.7	24	Both	East	Washakie	34.4	7	East	Level
Collinston	40.1	9 P	West	East	Portage	36.7	3	West	Level
Madsen	32.5	21	Both	East	Woodruff	40.5	7	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry	17.2	Old Siding 54 P	Both	Level	Eureka Branch				
		Team Track 24	Both	Level	Eureka	3.5	Yard	Both	East
Harrisville	4.7	28 P	Both	Level					
Browning	2.7	27	Both	West	Silver City Branch				
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Silver City	2.4	9	Both	East
Layton Sugar									
Factory Spur	13.8	39 X	East	East	Cedar City Branch				
Pioneer	29.7	57	Both	East	Kaiser	22.5	85	Both	East
Becks	32.9	Old Siding 81 P	Both	East	Stock Yards	29.9	Stock Track 26	West	East
		Advance Track 68	Both	East			Stock Spur 0.5 Mi.	West	East
Second Subdivision									
Industrial Center					Prince Branch				
Spur	779.9	43 P	West	East	Mendha	4.2	3	East	East
Bauer	744.8	31 P	Both	East	Caselton	6.5	Yard	East	West
Clover	732.8	Gov't Yard P	P	East	Prince	8.6	3	Both	West
Oasis	644.4	31 P	P	Both					
Borden	620.9	3 P	West	East	Mead Lake Branch				
Pumice	604.8	14 P	Both	East	Standard Oil Co....	3.1	6	East	East
					Arrowhead	3.3	20	West	East
Third Subdivision					Seven Arrow				
Barclay	478.7	17 P	East	West	Gypsum	9.3	7	East	West
Arrolime	353.8	32 P	Both	East	Amber	9.5	5	East	West
Lovell	344.6	Spur 11 P	West	West	Virgin	12.8	6	Both	West
		Gov't Ordnance			Glassand	13.7	25	West	West
Valley	342.4	Spur 4.0 Mi.	Both	West					
		Old Siding 35 P	Both	West					
		Industry 14	Both	West					
		Nellis Air Base	West	East					
		Spur 2.7 Mi.							
Provo Subdivision									
Officer	38.9	81 P	Both	East					
Burton	39.5	19	Both	East					
Walton	41.1	14	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					
Clyde	759.4	13	West	West					
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 59	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.