



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION
TIME-TABLE
No. 25

Effective Sunday,
April 29, 1956
at 12:01 A.M. MOUNTAIN TIME

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

A. D. HANSON General Manager
H. E. SHUMWAY General Superintendent Transportation

C. C. LARKIN, Superintendent,
Salt Lake City, Utah

W. B. GROOME, 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
 A. R. NELSON, Master Mechanic
 Pocatello, Idaho
 F. D. ACORD, Master Mechanic
 Salt Lake City, Utah
 M. DEVEREAUX, Terminal Road Foreman
 of Engines
 Salt Lake City, Utah
 J. E. DRUMMOND, Road Foreman of Engines
 Salt Lake City, Utah
 C. F. BAILEY, Road Foreman of Engines
 Salt Lake City, Utah
 J. J. SCHNACKENBERG, Road Foreman of Engines
 Milford, Utah
 M. W. GUSTIN, Division Engineer
 Salt Lake City, Utah
 E. D. BYRNE, General Roadmaster
 Salt Lake City, Utah
 C. E. LUCAS, District Safety Representative
 Salt Lake City, Utah

First, Second and Third Subdivisions and Branches
McCammon to Caliente

D. DURHAM, Chief Train Dispatcher
 Salt Lake City, Utah
 L. E. STORRS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 G. B. CHASTAIN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 R. L. MAUGHAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 R. D. BRINK, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 C. E. WEICHERS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 J. H. MELTON, 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.
 J. T. WHISLER, Ass't Chief Train Dispatcher
 Las Vegas, Nev.
 G. J. WILDE, 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.
E. L. Turner	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
H. L. Pearee	Surgeon	Brigham City.
G. C. Dila	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
P. K. Edmunds	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.
R. D. Preston	Surgeon	Garland.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demman	Surgeon	Las Vegas.
J. J. Hamill	Surgeon	Las Vegas.
G. J. Madsen	Oculist	Las Vegas.
C. G. Scrugga	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.
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. DeMara	Ear, Nose & Throat	Ogden.
Leo W. Benson	Surgeon	Ogden.
L. S. Sycamore	Surgeon	Ogden.
D. C. Barker	Physician	Ogden.
Richard E. Nilsson	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	Surgeon	Pocatello.
Blaine B. Jorgensen	Surgeon	Pocatello.
J. P. Merkle	Surgeon	Pocatello.
R. D. Benedict	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
K. A. MacInnes	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Smilson	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Welght	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Richmond.
Arley Flinders	Surgeon	Roy.
L. J. Taufer	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
Geo. H. Curtis	Physician	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
Sharp Sanders	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.
W. M. Hughes	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	734.6
Branches	275.0
Grand Total	1009.6

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS				Distance from Ogden	Time-Table No. 25		Mile Post	FIRST CLASS				
309 Passenger	9 Passenger	103 Streamliner Passenger	5 Mail and Express		April 29, 1956			10 Passenger	104 Streamliner Passenger	6 Mail and Express	310 Passenger	
Daily	Daily	Daily	Daily		STATIONS							
	9.15	6.55	7.55	0.0	MT	OGDEN	MT	0.0	A 6.00	A 9.00	A 7.20	
11.00	10.35	7.48	8.45	36.3		SALT LAKE CITY		36.3 784.0	5.05 4.45	8.15 8.05	8.35	A 4.30
1.30	12.39	9.39	12.15	154.4		LYNNDYL		665.9	2.20	6.08	3.30	1.30
4.15	2.20	10.54	2.05	243.5		MILFORD		576.8	12.50	4.58	1.55	11.50
5.00	3.00	11.21	2.45	278.0		LUND		541.4	12.05	4.25	1.00	10.25
	5.08	12.55	4.50	360.8		CALIENTE		459.5	10.15	2.49	10.55	
	8.05 7.20	3.30 2.40	8.95	486.1	MT	LAS VEGAS	MT	334.2	7.35 6.15	12.20 11.10	8.00 6.40	
	10.40	5.35	11.45	657.1		YERMO		163.2	2.53	8.15	2.55	
	11.03	5.53	12.10	670.5		BARSTOW		150.1	2.25	7.57	2.30	
	1.05	7.50	2.30	751.3		SAN BERNARDINO		67.3	12.20	6.08	12.20	
	1.15	7.58	2.40	754.8		COLTON		64.5	12.07	5.55	11.59	
	1.35	8.10	3.00	761.8		RIVERSIDE		57.5	11.55	5.43	11.45	
	1.58		3.45	781.5		ONTARIO		37.8	11.28		11.10	
	2.10	8.38	4.05	787.3		POMONA		32.0	11.20	5.15	10.55	
	2.50	9.10	5.00	813.6		EAST LOS ANGELES		5.7	10.50	4.50	10.17	
	A 3.15	A 9.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	10.30	4.30	10.00	
						(821.0)			Daily	Daily	Daily	Daily
(6.00) 40.4	(19.00) 43.2	(15.35) 52.7	(22.35) 36.4			Thru Time			(18.30) 44.3	(15.30) 53.0	(20.20) 46.4	(6.05) 39.8
						Average speed per hour						

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 25		Mile Post	FIRST CLASS		
35 Passenger	29 Passenger	33 Passenger		April 29, 1956			36 Passenger	30 Passenger	34 Passenger
Daily	Daily	Daily		STATIONS					
			0.0		SALT LAKE CITY	36.3	A 7.00	A 7.45	A 9.45
8.00	7.00	5.30	36.3		OGDEN	0.0	6.00 5.40	6.55 6.35	8.50 8.30
9.45	9.05	7.17	57.4		BRIGHAM CITY	21.1	4.58	6.05	7.58
10.30	9.46	7.57	85.1		CACHE JCT.	48.8	4.15	5.20	7.15
12.05	11.00	9.30	147.5		MCCAMMON	111.2	2.55	4.05	5.55
A 12.40	A 11.30	A 10.00	170.2		POCATELLO	213.9	2.25	3.30	5.25
					(170.2)		Daily	Daily	Daily
(4.40) 36.0	(4.80) 37.8	(4.80) 37.8			Thru Time		(4.35) 37.1	(4.15) 40.0	(4.20) 39.3
					Average speed per hour				

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 25
April 29, 1956

STATIONS	Miles Past	FIRST CLASS					
		36 Passenger	30 Passenger	5 Mail and Express	103 Streamliner Passenger	34 Passenger	9 Passenger
DN-R SALT LAKE CITY YL SA	36.3	A 7.00AM	A 7.45AM	A 8.45AM	A 7.40PM	A 9.45PM	A 10.05PM
DN-R NORTH YARD YL C	33.7						
NORTH SALT LAKE	31.1	6.42	7.32	8.32	7.30	9.33	9.52
BAMBERGER R. R. CROSS.	31.0						
D WOODS CROSS WC	28.1	6.38	7.29	8.29	7.27	9.30	9.49
FARMINGTON	21.3	6.30	7.23	8.23		9.24	9.43
D KAYSVILLE K	18.7	6.25	7.19	8.19		9.20	9.39
D LAYTON NY	14.5	6.22	7.17	8.17	7.15	9.18	9.37
D CLEARFIELD CF	9.8	6.17	7.12	8.12		9.13	9.32
ROY	6.1	6.12	7.07	8.07	7.07	9.08	9.27
BRIDGE JCT. YL	1.0	6.05	7.00	8.00	7.00	9.01	9.20
DN-R OGDEN YL YD RD	0.0	6.00 5.40	6.55 6.35	7.55AM	6.55PM	8.50 8.30	9.15PM
D. & R. G. W. CROSSING YL	0.7						
S. P. JCT. YL	1.0	5.20	6.25			8.20	
HOT SPRINGS	8.8	5.11	6.17 ³¹¹			8.12	
WILLARD	14.0	5.06	6.12			8.07	
DN BRIGHAM CITY YL BM	21.1	s 4.58	s 6.05			s 7.58	
D HONEYVILLE HX	30.4	4.44	5.50			7.44	
DEWEY	35.9	4.39	5.44			7.39	
WHEELON	44.0	4.30	5.33			7.29	
DN CACHE JCT. YL CJ	48.8	s 4.15	s 5.20			s 7.15	
TRENTON	58.9	3.58	5.05			7.03	
CORNISH	60.6	3.54	5.00			6.58	
UTIDA	62.4	3.52	4.58			6.55	
D WESTON WI	65.1	3.49	4.55			6.52	
D DAYTON CN	71.0	f 3.42	f 4.49			s 6.44	
CLIFTON	75.2	3.36	4.45			6.39	
COULAM	78.3	3.33	4.42			6.36	
OXFORD	81.3	3.30	4.39			6.33	
SWAN LAKE	84.7	3.26	4.35			6.30	
DN DOWNEY DO	95.0	f 3.15 ²⁷⁷	s 4.25			s 6.18	
VIRGINIA	100.0	3.08	4.18			6.10	
D ARIMO A	104.7	3.03	4.13			s 6.05	
DN-R McCAMMON YL MC	111.2	s 2.55AM	s 4.05AM			s 5.55PM	

(147.5)	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time	(4.05)	(3.40)	(0.50)	(0.45)	(3.50)	(0.50)
Average speed per hour	38.1	40.2	43.6	48.4	33.4	43.6

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 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.
 No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston, Cornish and Trenton on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 25
April 29, 1956

STATIONS	SECOND CLASS					Car capacity of seating, etc. See Rule 64 Page 21.
	280 Time Freight	278 Stock Special	312 Mixed	259 Time Freight	270 Time Freight	
DN-R SALT LAKE CITY YL SA						
DN-R NORTH YARD YL C	A 5.30AM	A 8.50PM		A 5.00PM	A 1.00AM	DOFT WYZ
NORTH SALT LAKE	5.15	8.35		4.40	12.45	FX
BAMBERGER R. R. CROSS.						IX
D WOODS CROSS WC	5.08	8.25		4.34	12.35	PX
FARMINGTON	4.59	8.15		4.23	12.25	WS 72 PX
D KAYSVILLE K	4.52	8.05		4.15	12.15	CS 133 PX
D LAYTON NY	4.48	8.00		4.10	12.10	
D CLEARFIELD CF	4.42	7.50		4.00	12.01AM	WS 56 ES 116 PX
ROY	4.35	7.40		3.50	11.50PM	ES 41 PX
BRIDGE JCT. YL	4.25	7.30		3.35	11.40	P
DN-R OGDEN YL YD RD	4.20 3.50	7.20 6.20	A 3.00PM	3.30PM	11.30 10.30	CSOFT WYZ
D. & R. G. W. CROSSING YL						
S. P. JCT. YL	3.40	6.05	2.45		10.15	122 P
HOT SPRINGS	3.27	5.50	f 2.28		10.01	120 P
WILLARD	3.20	5.40	f 2.17		9.54	120 P
DN BRIGHAM CITY YL BM	3.10	5.30	2.00PM		9.45 ³⁵	WS 114 ES 67 PY
D HONEYVILLE HX	2.55	5.15			9.25 ²⁷⁹ 9.16 ²⁹	120 P
DEWEY	2.47	5.05			9.12	122 P
WHEELON	2.35	4.50			8.45	121 P
DN CACHE JCT. YL CJ	2.15	4.30			8.25	WS 100 ES 70 WYZ
TRENTON	1.57 ²⁷⁷	3.30			7.25	123 P
CORNISH						P
UTIDA						P
D WESTON WI	1.47	3.15			7.15	121 P
D DAYTON CN	1.38	3.05			7.05	121 P
CLIFTON						P
COULAM	1.28	2.55			6.55	121 P
OXFORD						P
SWAN LAKE	1.18	2.45			6.45	121 P
DN DOWNEY DO	1.05	2.30			6.30	121 P
VIRGINIA						P
D ARIMO A	12.52	2.15			6.15	122 P
DN-R McCAMMON YL MC	12.40AM	2.00PM			6.00PM	ES 123 WS 125 JPWY

(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily
Thru Time	(4.50)	(6.50)	(1.00)	(1.30)	(7.00)
Average speed per hour	30.5	21.6	21.1	22.4	21.1

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 stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD

SECOND SUBDIVISION

Cap capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Distance from Salt Lake City
	259 Time Freight	299 Stock Special	309 Passenger	9 Passenger	103 Streamliner Passenger	5 Mail and Express	
	Daily	Daily	Daily	Daily	Daily	Daily	
DOPT WYZ	9.00PM	1.30PM					0.0
I							0.7
AIP							2.3
P							4.4
P			11.00PM	10.30PM	7.50PM	9.45AM	0.0
							1.3
AIP							1.5
AIP							1.7
122 P						9.58	4.8
126 P						s 10.10	15.7
AIP							16.8
122 P							19.0
122 PW						10.25	27.6
122 PY						s 10.36	35.8
131 P						f 10.43	41.4
122 P						f 10.51	47.9
143 PW						f 11.03	60.7
122 P							60.8
137 P						11.21	74.1
122 P							79.8
122 PWYZ						f 11.39	85.4
123 P							92.1
126 PW						11.53AM	98.7
139 P						12.05PM	109.0
118 PWY			f 1.30AM	12.39AM	9.39	s 12.15	118.1
122 P							125.8
124 PWY			s 1.50	s 1.00		s 12.37	134.6
122 P							144.1
122 P						12.56	153.0
123 P							158.1
122 P							166.5
124 P							174.4
123 PW						f 1.27	184.6
122 P							194.3
122 P			2.55	2.00	10.41	1.42	198.9
DPTWYZ	A 5.00AM	A 6.45PM	A 3.15AM	A 2.10AM	A 10.51PM	A 1.55PM	207.2

Time-Table No. 25

April 29, 1956

STATIONS

DN-R NORTH YARDYL C	0.7							
D. & R. G. W. CROSSING YL	1.6							
WEST. PAC. CROSSING YL	2.1							
BUENA VISTA								
DN-R SALT LAKE CITY YL	1.3	SA						
EIGHTH SO. ST. YL	0.2							
D. & R. G. W. CROSSING YL	0.2							
D. & R. G. W. CROSSING YL	3.1							
BUENA VISTA	10.9							
D GARFIELD GF	1.2							
D. & R. G. W. CROSSING	2.7							
LAKE POINT	8.0							
ERDA	8.2							
D WARNER DU	5.6							
STOCKTON	6.5							
D ST. JOHN SJ	12.8							
FAUST	6.1							
PEHRSON	7.3							
LOFGREEN	6.7							
BOULTER	5.6							
D TINTIC U	6.7							
McINTYRE	6.6							
JERICHO	10.3							
CHAMPLIN	9.1							
LYNNDYL	7.7							
STRONG	8.8							
DN DELTA AK	9.5							
VAN	8.9							
CLEAR LAKE	5.1							
NEELS	8.4							
BLOOM	7.9							
CRUZ	10.2							
BLACK ROCK	9.7							
READ	4.6							
MURDOCK	8.3							
DN-R MILFORD YL FD								

CENTRALIZED TRAFFIC CONTROL

(207.2)

Thru Time (8.00) 25.9 (5.15) 39.4 (4.15) 48.7 (3.40) 56.6 (3.01) 68.6 (4.10) 49.7 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

SECOND SUBDIVISION

EASTWARD

Cap capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS				SECOND CLASS		Mile Post
	10 Passenger	104 Streamliner Passenger	6 Mail and Express	310 Passenger	260 Time Freight	256 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	
DOPT WYZ							35.3
I							36.0
AIP							781.3
P							779.2
P							36.3
P	A 4.45AM	A 8.05AM	A 6.00PM	A 4.30AM			37.6
AIP							37.8
AIP							38.0
122 P	4.25	7.49	5.43	4.10			779.2
125 P			f 5.32				768.3
AIP							767.1
122 P							764.4
122 PW							756.4
122 PY			5.19				748.2
131 P			s 5.08				742.6
122 P			f 4.59				736.1
143 PW			f 4.52				723.3
122 P			4.39				717.2
137 P							709.9
122 P			4.23				704.2
122 PWYZ							698.6
123 P			f 4.09				691.9
126 PW							685.3
139 P							675.0
118 PWY							665.9
122 P	2.20	6.08	s 3.30	f 1.30			658.2
124 PWY							649.4
122 P	s 2.01		s 3.10	s 1.10AM			639.9
122 P							631.0
123 P			2.48				625.9
122 P							617.5
124 P							609.6
123 PW							599.4
122 P			f 2.19				589.7
122 P							585.1
DPTWYZ	DN-R 12.50AM	4.58AM	1.55PM	11.50PM	2.50AM	5.30PM	576.8

Thru Time (3.55) 54.2 (3.07) 66.4 (4.05) 60.7 (4.40) 44.4 (8.40) 23.9 (9.00) 28.0 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
 For stations not shown on schedule pages.—See Page 21.
 For setout tracks.—See Page 22.

WESTWARD THIRD SUBDIVISION

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS				Mile Post Salt Lake City
	299 Stock Special	259 Time Freight	309 Passenger	103 Streamliner Passenger	5 Mail and Express	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	7.00PM	5.40AM	4.15AM	10.54PM	2.05PM	2.20AM	207.2
123 P							212.3
122 P					2.20		222.4
122 P							229.2
122 P							233.5
122 PY			A 5.00AM	11.21PM	s 2.45	f 3.00	242.6
122 P					2.57		252.5
122 PW					f 3.03		257.3
122 P							263.2
122 PY					f 3.22	s 3.35	274.2
122 P					3.31		282.8
127 PY					3.45		290.3
122 P							294.7
122 PW					4.00		299.4
133 P					4.15		308.7
44 P							311.7
83 P							315.6
122 P					4.36		319.7
ws 119 DPWY				12.55AM	s 4.50	s 5.08	324.5
122 P					4.58		329.5
122 P							334.1
122 P							339.1
122 PW					5.28		345.6
145 P							349.5
122 P					5.45		354.9
102 PW					5.58		364.9
122 P							370.5
69 P					6.16		375.5
122 P					6.25		381.1
136 P					6.32		386.1
122 P							390.6
122 PY					f 6.50	6.58	400.9
122 P							410.5
122 PW					7.15		421.0
74 P					7.23		426.5
122 P							432.0
122 P							437.0
122 P					3.22	7.53	445.3
DPTWYZ	A 2.00AM	A 2.30PM	A 3.30AM	A 8.05PM	A 8.05AM		449.8

Time-Table No. 25
April 29, 1956

STATIONS

DN-R MILFORD YL FD

5.1 UPTON

10.1 THERMO

6.3 NADA

4.3 LATIMER

9.1 LUND UN

9.9 ZANE

4.8 BERYL

10.9 HEIST

6.0 MODENA NA

8.6 UVADA

7.5 CRESTLINE

4.4 BROWN

4.7 ACOMA

9.3 ISLEN

3.0 LITTLE SPRINGS

3.9 MINTO

4.1 ECCLES

4.8 CALIENTE YL CS

5.0 ETNA

4.6 STINE

5.0 BOYD

6.5 ELGIN

3.9 KYLE

5.4 LEITH

10.0 CARP

5.8 VIGO

5.0 GALT

5.6 HOYA

5.0 ROX

4.5 FARRIER

10.3 MOAPA MA

9.6 UTE

10.5 DRY LAKE

5.5 GARNET

5.5 APEX

5.0 DIKE

8.3 WANN

4.5 DN-RLAS VEGAS YL VG

(242.6)

CENTRALIZED TRAFFIC CONTROL

Thru Time (7.00) 34.6 (8.50) 23.4 (0.45) 47.2 (4.36) 52.7 (6.00) 40.4 (5.45) 42.2 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 9 will not stop at Modena on Sundays for mail and express.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

THIRD SUBDIVISION EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25 April 29, 1956	Mile Post	FIRST CLASS				SECOND CLASS	
			104 Streamliner Passenger	6 Mail and Express	10 Passenger	310 Passenger	256 Time Freight	260 Time Freight
			Daily	Daily	Daily	Daily	Daily	Daily
DPTWYZ	DN-R MILFORD YLFD	576.8	A 4.55AM	A 1.45PM	A 12.40AM	A 11.20PM	A 4.30PM	A 1.45AM
123 P	5.1 UPTON	571.7	4.48	1.35	12.30	11.05		
122 P	10.1 THERMO	561.6		1.25				
122 P	6.3 NADA	554.8						
122 P	4.3 LATIMER	550.5						
122 PY	9.1 LUND UN	541.4	4.25	s 1.00	s 12.05AM	10.25PM		
122 P	9.9 ZANE	531.6		12.43				
122 PW	4.8 BERYL	526.7		f 12.37				
122 P	10.9 HEIST	515.8						
122 PY	6.0 MODENA NA	509.8		f 12.22				
122 P	8.6 UVADA	501.2		12.12PM				
127 PY	7.5 CRESTLINE	493.7		11.59AM				
122 P	4.4 BROWN	489.3						
122 PW	4.7 ACOMA	484.6		11.43				
133 P	9.3 ISLEN	475.3		11.28				
44 P	3.0 LITTLE SPRINGS	472.3						
83 P	3.9 MINTO	468.4						
122 P	4.1 ECCLES	464.3		11.05				
ws 119 DPWY	4.8 CALIENTE YL CS	459.5	2.49	s 10.55	s 10.15PM			
122 P	5.0 ETNA	454.5		10.38				
122 P	4.6 STINE	449.0						
122 P	5.0 BOYD	444.9						
122 PW	6.5 ELGIN	438.4		f 10.09				
145 P	3.9 KYLE	434.5						
122 P	5.4 LEITH	429.1		9.53				
102 PW	10.0 CARP	419.1		f 9.40				
122 P	5.8 VIGO	413.5						
122 P	5.0 GALT	408.5		9.22				
122 P	5.6 HOYA	402.9		9.13				
136 P	5.0 ROX	397.9		f 9.07				
122 P	4.5 FARRIER	393.4						
122 PY	10.3 MOAPA MA	383.1		s 8.51	8.17			
122 P	9.6 UTE	373.5						
122 PW	10.5 DRY LAKE	369.0		f 8.30				
74 P	5.5 GARNET	357.5		8.24				
122 P	5.5 APEX	352.0						
122 P	5.0 DIKE	347.0						
122 P	8.3 WANN	338.7						
DPTWYZ	DN-RLAS VEGAS YL VG	334.2	12.20AM	8.00AM	7.30PM		6.35AM	3.45PM

Thru Time (4.35) 52.9 (5.45) 42.2 (6.10) 46.9 (0.55) 38.6 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 14.
No. 6 will not stop at Moapa on Sundays for express.
For stations not shown on schedule pages.—See Page 21.
For setout tracks.—See Page 22.

WESTWARD

PROVO SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 25 April 29, 1956	Miles Past	SECOND CLASS	
	307 Mixed	305 Mixed				308 Mixed	306 Mixed
	Daily Except Sunday	Daily Except Sunday					
				STATIONS			
DOPT WYZ		3.00AM	0.0	DN R SALT LAKE CITY YL C	36.3	A 2.15AM	
		3.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	2.05	
IP			2.1	0.5 D. & R. G. W. CROSSING YL	38.4		
			3.4	1.3 D. & R. G. W. CROSSING YL	39.7		
77 P		3.20	4.7	1.3 HUSLERS YL	41.0	1.50	
47 P		3.30	7.3	2.0 MURRAY YLYN	43.0	1.40	
60 P		3.35	7.9	0.6 PALLAS YL	44.2	1.35	
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7		
102 P		3.45	12.0	1.2 SANDY	48.9	1.20	
48 P		4.05	17.1	4.5 D DRAPER A	782.9	1.10	
WS 73 ES 70 P		4.25	24.5	7.4 MOUNT	775.5	12.50	
73 PY		4.45	29.0	4.5 CUTLER	771.0	12.30	
31 P		5.05	30.5	1.9 LEHI HI	769.5	12.20	
45 P		5.15	33.5	3.0 AMERICAN FORK AF	766.5	12.01AM	
73 P		5.35	36.5	3.0 PLEASANT GROVE GO	763.5	11.40PM	
P			38.7	2.2 PIPEMILL YL	761.3		
100 P		5.45	42.0	3.3 D GENEVA YL G	758.0	11.20	
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3		
CDPT WYZ	9.30AM	6.15AM	47.3	4.0 DN-R PROVO YL UR VO	759.7	4.45PM	11.00PM
P	9.40		52.0	4.7 SPRINGVILLE	748.0	4.34	
29 P	9.55		55.0	3.0 D SPANISH FORK SF	744.4	4.28	
116 PW	10.15		63.2	7.8 D PAYSON CN	736.8	4.17	
125 P	10.55		78.0	14.8 STARR	722.0	3.52	
132 PY	11.35AM		89.2	11.2 D NEPHI NI	710.8	3.35	
75 P	12.05PM		103.7	14.5 JUAB	696.3	3.10	
125 P	12.45		118.9	15.2 PARLEY	681.1	2.40	
60 P	1.15		130.1	11.2 MACK	669.9	2.16	
PWY	1.30PM		134.1	4.0 LYNN DYL YL	665.9	2.10PM	
				(134.1)		Daily Except Sunday	Daily Except Saturday
	(4.00) 21.7	(3.15) 14.5	Thru Time	(2.35) 33.6	(3.15) 14.5	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 21.

For setout tracks.—See Page 22.

Westward CACHE VALLEY BRANCH Eastward

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		Distance from Cache Jct.	Time-Table No. 25 April 29, 1956	Miles Past	SECOND CLASS	
	303 Mixed					304 Mixed	
	Daily Except Sunday						
				STATIONS			
DPWYZ	6.10AM		0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM	
			4.8	4.8 PETERSBORO (Spur)	4.8		
10			8.6	3.8 MENDON	8.6	2.15	
35	6.35		13.8	5.2 D WELLSVILLE WV	13.8	1.55	
19	6.55		14.5	0.7 HILLS	14.5		
25			17.6	3.1 HYRUM	17.6	1.30	
22	7.10		20.2	2.6 HOLT	20.2		
13			24.1	3.0 D LOGAN YL Q	24.1	1.10	
85 WYZ	7.35		26.4	2.3 GREENVILLE	26.4		
20			31.5	5.1 D SMITHFIELD YLSM	31.5	12.30	
15	8.02		37.4	5.9 D RICHMOND YLRN	37.4	12.01PM	
33	8.25		39.6	2.2 MERRILLS	39.6		
10			41.0	1.4 WEBSTER	41.0	11.30AM	
6	8.34		41.5	0.5 D LEWISTON (Spur)	41.5		
			43.3	2.3 FRANKLIN	43.3	11.20	
35	9.05		48.0	4.2 WHITNEY YL	48.0	11.08	
24	9.15		50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM	
22	10.10AM			(50.8)		Daily Except Sunday	
	(4.00) 12.7		Thru Time	(4.00) 12.7	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 21.

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Distance from Brigham City	Time-Table No. 25			Mile Post	SECOND CLASS	Mile Post
	311 Mixed		April 29, 1956				312 Mixed	
	Daily Except Sunday		STATIONS					
WS 114 ES 67	PY	7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A	1.30PM
61	f	7.45	5.6		CORINNE YL	5.6	f	12.55
24	f	8.02	13.7		CROPLEY	13.7	f	12.35
46	s	8.15	17.8	D	TREMONTON YL MU	17.8	s	12.25
19	y	s 8.30	19.8	D	GARLAND YL AJ	19.8	s	12.15PM
20	f	8.46	25.0		FIELDING	25.0	f	11.56AM
14	f	9.25	30.7		PORTAGE	30.7	f	11.20
30	y	A 10.15AM	51.5	D-R	MALAD YL MV	51.5		10.30AM
					(51.5)			Daily Except Sunday
(2.46)					Thru Time			(3.00)
18.7					Average speed per hour			17.1

One Yard Limit between M.P. 16.89 east of Tremont 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 22.	Time-Table No. 25		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post
	April 29, 1956				April 29, 1956				April 29, 1956		
	STATIONS			STATIONS			STATIONS			STATIONS	
WS 56 ES 115	PX	D	0.0	19	y	D	0.0	46	D	0.0	
			0.3				1.1			5.1	
			0.3				1.1			5.1	
			1.8				2.3			5.1	
45			2.1	9			3.4			5.6	
			2.4	22			9.2				
							9.9				
(2.4)							(9.9)				(5.6)

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 21.

For setout tracks.—See Page 22.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
30	Any Station.	Pocatello and beyond.	
* 33	Any Station.	Any Station.	Any Station.
* 34	Any Station.	Any Station.	Any Station.
35	Any Station.	Any Station.	Idaho Falls and beyond.
36	Any Station.	Idaho Falls and beyond.	Any Station.
9	Moapa.	Salt Lake City.	Los Angeles.
10	Moapa.	Los Angeles.	Salt Lake City and beyond.
* 5	Any Station.	Any Station.	Any Station.
* 6	Any Station.	Any Station.	Any Station.

*Will stop for non-revenue passengers.

WESTWARD			CEDAR CITY BRANCH			EASTWARD			Westward IRON MOUNTAIN BRANCH Eastward						
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	FIRST CLASS	Mile Post	Time-Table No. 25	Mile Post	FIRST CLASS	SECOND CLASS	Mile Post	Time-Table No. 25	Mile Post					
	417 Local Freight	309 Passenger				310 Passenger	418 Local Freight								
	Daily Except Sunday	Daily		April 29, 1956					April 29, 1956						
	STATIONS				STATIONS				STATIONS						
122 188	PY	7.00AM	5.10AM	DN-R	LUND YL UN	0.0	A	10.10PM	A	11.45AM	120	wyz	DN-R	IRON SPRINGS YL GS	0.0
					9.4									4.5	
120		7.20	5.30		AVON	9.4		9.50		11.27				DESERT MOUND	4.5
					10.9									6.4	
120	wyz	7.45	5.50	DN-R	IRON SPRINGS YL GS	20.3		9.30		11.05		y		COMSTOCK	10.9
					12.2									4.0	
Loop 43	A	8.20AM	A	6.30AM	DN-R	CEDAR CITY YL CD	32.5		9.00PM	10.30AM		y	D	IRON MOUNTAIN YL MN	14.9
					(32.5)			Daily		Daily Except Sunday				(14.9)	
(1.20)					Thru Time			(1.10)		(1.15)					
24.3					Average speed per hour			27.3		26.0					

WESTWARD MEAD LAKE BRANCH EASTWARD

WESTWARD			MEAD LAKE BRANCH			EASTWARD					
Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post
	April 29, 1956				April 29, 1956				April 29, 1956		
	STATIONS			STATIONS			STATIONS			STATIONS	
122	FY	0.0	D	MOAPA	MA	0.0					
				5.1		5.1					
13		5.1		NARROWS		5.1					
				5.1		5.1					
11		10.2		LOGANDALE		10.2					
				4.6		4.6					
11		14.8		OVERTON		14.8					
				1.9		1.9					
	y	16.7		MEAD LAKE (Spur)		16.7					
				(16.7)		(16.7)					

WESTWARD POCHE BRANCH EASTWARD Westward FILLMORE BRANCH Eastward

WESTWARD			POCHE BRANCH			EASTWARD			Westward FILLMORE BRANCH Eastward			
Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 25	Mile Post	SECOND CLASS	Mile Post	Time-Table No. 25	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 25		Mile Post
	403 Local Freight				404 Local Freight					April 29, 1956		
	Daily Except Sunday									STATIONS		
ES 123 WS 116 DEWY		7.30AM	DN-R	CALIENTE YL CS	0.0	A	2.45PM	121 186	PW Y	DN	DELTA YL AK	0.0
				14.5							21.7	
26	s	8.20		PANACA	14.5	s	1.30	10			GREENWOOD (Spur)	21.7
				18.2							10.5	
	y	A 9.45AM	D	POICHE YL RM	32.7		12.01PM	26	y	D	FILLMORE YL FI	32.2
				(32.7)			Daily Except Sunday				(32.2)	
(2.15)				Thru Time			(2.44)					
14.0				Average speed per hour			11.9					

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and 417 is superior to No. 418.—See Rule 72.

For stations not shown on schedule pages.—See Page 21.

For setout tracks.—See Page 22.

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.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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.			40
DLS and Merchandise Special: Where not otherwise restricted.			60	Derricks with 4-wheel trucks.			35
Inspection bus cars.		40	40	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.			20
When caboose is handled in train consisting of passenger train equipment.		60		(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			
Within yard limits— Protected by continuous block signal system.	60	50	25	Trains handling company roadway machines on their own wheels, except wrecking derricks: 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— On main line.			30
Diesel passenger locomotive operated without train.			25	On branch lines.			20
All lesser speed restrictions specified for passenger trains will govern.				Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling air-dump cars.			35
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train.	40	40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Backing up light.			40	Trains handling 5 or more cars of ore from Cedar City Branch:			
Gas Turbine, Diesel freight and road switch locomotive.	65	65		Between Lund and Milford.			40
1500 class Diesel road freight locomotives.		50	50	Between Milford and Black Rock.			30
Diesel yard switch locomotives in road service.			35	Between Black Rock and Lynndyl.			40
Steam locomotives running backward.	20	20		Between Lynndyl and Salt Lake via Tintic.			40
3800 class locomotives.		60	50	Between Lund and Modena.			30
3900 class locomotives.		65	50	Between Modena and Las Vegas.			40
MacArthur type locomotives with 63-inch drivers.		55	50	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
Consolidation type locomotives.		35	35	When using cross-overs or turn-outs.	15	15	15
0-6-0 type yard locomotives.		20	20	When using No. 14 turn-outs.	25	20	20
Trains handling dead steam locomotives: With a side rod or main rod removed.			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
With side rods and main rods in place.			25	Wye tracks.	6	6	6
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
				On branch lines.			15
				(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Utida		
Hot Springs			Between M.P. 64.1 and 64.5.	60	50
Between M.P. 10.3 and 10.6.	60	50	Weston		
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 66.1 and 67.1.	45	35
Between M.P. 13.7 and 14.0* (See Note).	60	50	Between M.P. 68.6 and 68.8.	70	50
Willard			Oxford		
Between M.P. 19.2 and 19.4.	60	50	Between M.P. 82.7 and 83.0.	45	35
Between M.P. 20.9 and 21.1.	35	25	Swan Lake		
Brigham City			Between M.P. 85.6 and 85.8.	60	50
Between M.P. 23.1 and 23.4.	60	50	Between M.P. 86.5 and 87.5.	60	50
Dewey			Between M.P. 90.2 and 90.4.	50	40
Between M.P. 37.8 and 38.0.	40	30	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. 42.0 and 42.2.	40	30	Between M.P. 99.4 and 99.6.	50	40
Between M.P. 43.5 and 44.4.	40	30	Virginia		
Wheelon			Between M.P. 102.4 and 102.6.	60	50
Between M.P. 44.6* and 46.4 (See Note).	12	12	Armo		
Between M.P. 46.5 and 47.2.	30	30	Between M.P. 107.4 and 107.7.	60	50
Cache Junction			Between M.P. 110.8 and 111.2.	40	25
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	Woods Cross			
Roy				Bamberger R. R. Crossing, M.P. 31.0.	60	50	40
Between M.P. 8.7 and 9.1.	79	70	50	North Yard			
Kaysville				Between M.P. 34.5 and passenger station.	25	25	15
Between M.P. 20.9 and 21.2.	70	60	50	Salt Lake City			
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: Reduce speed sign governing this location is on fireman's side of track.

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			
Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Delta Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 652.9 and 653.2.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Lake Point			
Lynnndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	A.S.&R. Co. Highline Trackage.			15
Champlin Between M.P. 678.9 and 679.2.	65	55	45	D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 680.5 and 681.0.	60	50	40	Between M.P. 767.2 and 767.5.	65	55	45
Between M.P. 682.5 and 684.5.	60	50	40	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Jericho Between M.P. 685.6 and 689.0.	60	50	40	Buena Vista Between M.P. 779.2** and 779.6 (See Note).	70	60	50
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	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Boulter Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
St. John Between M.P. 742.1 and 744.1.	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.			
Warner Between M.P. 754.2 and 755.6.	60	50	40	Salt Lake City			

THIRD SUBDIVISION
Between Las Vegas and Caliente

Maximum speed.	79	79	50	Ute			
Maximum speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50	Between M.P. 379.2 and 379.6.	60	50	40
Las Vegas Between M.P. 332.5 and 335.0.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
Valley Nellis Air Base Spur.		25	25	Farrier			
Lovell Government Ordnance Spur.			25	Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.0 and 394.2.	60	50	40
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 397.5 and 398.6.	45	35	25
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Hoya			
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Carp			
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				Leith Between M.P. 430.0 and 455.2.	35	35	25
				Etna Between M.P. 458.4 and 458.8.	45	35	25
				Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20

*NOTE: Reduce speed sign governing this location is on fireman's side of track.
**NOTE: Resume speed sign governing this location is on fireman's side of track.

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 (Sec Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

PROVO SUBDIVISION
Between Lynnndyl and Salt Lake City

Maximum speed.	50	40	40	Lehi Sugar Factory Trackage.			5
Through interlocking.	20	20	20	Cutler Emsco Spur, over No. 7 Switch.			5
Lynnndyl Between House Track Switch and Standpipe.	5	5	5	Between M.P. 773.4 and 778.1.	30	30	20
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 783.5.	20	20	20
Mack Between M.P. 674.6 and 686.3.	30	30	25	Sandy Maximum Speed at any point between Sandy and Atwood.	30	30	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	Atwood Midvale Smelter Trackage.			12
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Maximum Speed at any point between Atwood and Salt Lake City.	15	15	15
Starr 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 City Limits, between M.P. 751.0* and 754.8.	20	20	15	Salt Lake City—Between Fifth North and Ninth South Street.	12	12	12
Between M.P. 754.8 and 758.8.	20	20	20	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.			
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	25	25	25				
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.5 and 767.5.	20	20	20				

*NOTE: Reduce speed sign governing this location is on fireman's side of track.

**NOTE: Resume speed sign governing this location is on fireman's side of track.

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch.		
Malad Branch.		30	Between Lund and Iron Springs.	45	35
Syracuse Branch.			Between Iron Springs and Cedar City.	30	30
Maximum Speed.		15	Between Iron Springs and Cedar City with trains having GP-7 or GP-9 Diesel units.	25	20
Clearfield			Cedar City Loop Track.	10	10
Naval Supply Depot area.		12	Cedar City, oil track No. 12, Commissary spur and freight house lead.	5	5
Naval Supply Depot wye.		8	Iron Mountain Branch.		
Roche Beet Spur.		10	Between Iron Springs and M.P. 5.50.		20
Thatcher Branch.		10	Between M. P. 5.50 and Iron Mountain.		15
Bear River Branch.		10	Pioche Branch.		
Cache Valley Branch.			Between M.P. 0.0 and 17.0.		25
Maximum Speed.		35	Between M.P. 17.0 and 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.7 and 43.3.		25	Prince Branch.		15
Ironton Spur.		15	Caseltan Spur.		10
Eureka and Silver City Branches.		12	Mead Lake Branch.		
Eureka, within city limits.		6	Maximum Speed.		25
Mammoth Branch.		6	Between M.P. 1.6 and 2.3.		20
Fillmore Branch.		30	Between M.P. 5.0 and 6.7.		10
All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	Switchmen's Register & Locker Room, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, Roundhouse, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	YD—21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD—28th St. Telegraph Office
Cache Jet.	Telegraph Office
Preston	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	Joint Passenger Station
Provo	Yard Office
Milford	Enginemen's Locker Room
Milford	Telegraph Office
Cedar City	Men's Wash Room, Depot
Caliente	Telegraph Office
Caliente	Enginemen's Register Room
Las Vegas	Freight Enginemen's Locker Room
Las Vegas	Passenger Enginemen's Locker Room
Las Vegas	Conductor's Register Room
Las Vegas	Telegraph Office
Las Vegas	Yard Office
Las Vegas	Dispatcher's Office

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi. P	West	West	Sugar Factory Spur	21.7	1.0 Mile	East	Level
Beers	72.3	9	East	East	Mill Spur	44.4	15	West	East
Thorensen	68.5	21	West	East	Malad Branch				
Anderson	63.7	15	Both	East	Chase	3.9	28	West	East
Morton	58.2	16	Both	Level	Roche Beet Spur	5.6	3 Miles	East	Level
Cottle	55.7	22	Both	East	Roche		30	East	Level
Collinston (2)	40.1	32 P	Both	East	Washakie	34.4	8	East	Level
Madsen	32.5	21	Both	East	Woodruff	40.5	8	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East	Eureka Branch				
Perry (1)	17.2	Old Siding 52 P	Both	Level	Eureka	3.6	Yard	East	East
		Team Track 25	Both	Level	Silver City Branch				
Harrisville	4.7	32 P	Both	Level	Silver City	1.9	12	East	East
Browning	2.7	29	Both	West	Mammoth Branch				
Sugar Factory Spur	13.8	50 X	East	East	Mammoth	1.6	10	Both	East
Pioneer	29.7	60	Both	East	Mammoth Mine	3.6	Yard	East	East
Becks	32.9	Old Siding 88 P	Both	East	Cedar City Branch				
		Advance Track 68	Both	East	Kaiser	22.5	48	Both	East
Second Subdivision					Stock Yards	29.9	Stock Track 28 P	West	East
Small Arms Spur	779.9	64 P	West	East			Stock Spur 0.5 Mi.	West	East
Bauer	744.8	33 P	Both	East	Pioche Branch				
Clover	732.8	Gov't Yard P	East	East	Peck	6.0	2	West	East
Oasis (3)	644.4	33 P	Both	West	Prince Branch				
Borden	620.9	4 P	West	East	Mendha	4.2	3	East	East
Pumice	604.3	16 P	Both	East	Caseltan	6.5	Yard	East	West
					Prince	8.6	4	Both	West
Third Subdivision					Mead Lake Branch				
Barclay	478.7	18 P	East	West	Standard Oil Co.	3.1	6	East	East
Hoya Pit	401.5	70 P	Both	West	Arrowhead	3.3	20	West	East
Arrolime	353.8	31 P	Both	East	Seven Arrow				
Lovell	344.6	Spur 11 P	West	West	Gypsum	9.3	7	East	West
		Gov't Ordnance Spur 4.0 Mi.			Amber	9.5	5	East	West
Valley	342.4	Old Siding 38 P	Both	West	Virgin	12.8	6	Both	West
		Industry 14	Both	West	Glassand	13.7	20	West	West
		Nellis Air Base Spur 2.7 Mi.	West	East					
Provo Subdivision									
Officer	38.9	83 P	Both	East					
Burton	39.5	21	Both	East					
Walton	41.1	16	West	East					
Bentz	42.2	9	West	West					
Atwood	45.9	Team Track 17 P	Both	West					
		Spur 11	West	West					
Cushing	47.5	27	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Gatex	756.1	Industrial Spur	West	West					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 P	East	West					
Soma	679.0	14	Both	East					
Uisco	676.3	12 P	East	West					
Leamington	671.3	5	East	West					

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

(2) Flag stop for Nos. 33-34.

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

SET OUT TRACKS

Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6-A Page 22	Switch Connections	Grade Descending
First Subdivision					Third Subdivision				
Arimo	104.7	36	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
Oxford	81.3	House 57	Both	Level	Zane	531.5	14	Both	West
Coulam	78.3	21	Both	Level	Beryl	526.7	36	Both	Level
Clifton	75.2	Old Siding 42	Both	East	Heist	515.8	22	Both	East
Dayton	71.0	House 16	Both	East	Uvada	501.2	22	Both	East
Weston	65.1	30	Both	East	Crestline	493.7	22	Both	West
Utida	62.4	27	Both	Level	Brown	489.3	14	Both	West
Cornish	60.6	35	Both	East	Acoma	484.6	23	Both	West
Trenton	56.9	19	Both	East	Islen	475.3	22	Both	West
Wheeler	44.6	27	Both	East	Minto	468.4	14	Both	West
Dewey	35.9	35	Both	Level	Eccles	464.3	14	Both	West
Honeyville	30.4	25	Both	East	Etna	454.5	11	East	West
Willard	14.0	18	Both	West	Stine	449.4	22	Both	West
Hot Springs	8.8	34	Both	East	Boyd	444.9	12	Both	West
Roy	6.1	32	Both	East	Elgin	438.4	22	Both	West
Clearfield	9.8	7	Both	West	Kyle	434.1	21	Both	West
Layton	14.5	17	Both	West	Leith	429.1	17	Both	West
Kaysville	16.7	East Spur 8	East	West	Carp	419.1	9	Both	West
Farmington	21.3	West Spur 8	East	West	Vigo	413.5	21	Both	West
Woods Cross	28.1	House 15	West	East	Hoya	402.9	7	East	West
		Stock 48	Both	East	Rox	397.9	18	West	West
		Stock 13	West	East	Ute	373.5	9	West	East
		13	Both	Level	Dry Lake	363.0	21	Both	East
		Old Siding 49	Both	West	Garnet	357.5	6	West	East
		Team Track 5	West	West	Apex	352.0	22	Both	East
		Storage 43	West	West	Dike	347.0	8	East	West
					Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West	Cache Valley Branch				
Champlin	675.0	22	Both	West	Hyrum	17.6	House 22	Both	East
Strong	658.2	22	Both	West	Richmond	37.4	House 18	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	Malad Branch				
Neels	625.9	22	Both	East	Corinne	5.6	Stock 22	Both	Level
Bloom	617.5	22	Both	Level	Portage	36.7	House 36	Both	Level
Cruz	609.6	23	Both	Level			16	East	Level
Black Rock	599.4	22	Both	East	Cedar City Branch				
Read	589.7	22	Both	East	Avon	9.4	2	West	East
Murdock	585.1	22	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.