



**UNION PACIFIC RAILROAD COMPANY**

South - Central District



**UTAH DIVISION  
TIME-TABLE  
No. 26**

**Effective Sunday,  
September 23, 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
- 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, Superintendent of Safety and  
Courtesy  
Salt Lake City, Utah
- G. R. TROUTMAN, Ass't Superintendent of Safety  
and Courtesy  
Los Angeles, California
- C. W. CARTER, Safety and Courtesy  
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
- J. L. RITTER, 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. Pearce	Surgeon	Brigham City.
G. C. Dis	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.
C. 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. Scruggs	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	Oculist & Aurist	Logan.
R. O. Porter	Surgeon	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.
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. Merkley	Surgeon	Pocatello.
R. D. Benedict	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
K. A. MacInnes	Physician	Pocatello.
D. J. Nelson	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
M. J. Sharp	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Pocatello.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Richmond.
Harry Berman	Oculist & Aurist	Salt Lake City.
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
<b>Grand Total</b>	<b>1009.6</b>

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from Ogden	Time-Table No. 26 September 23, 1956			Mile Post	FIRST CLASS		
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily	10 Passenger Daily		104 Streamliner Passenger Daily	6 Passenger Daily	STATIONS		10 Passenger Daily	104 Streamliner Passenger Daily	6 Passenger Daily
9.15	6.55	7.55		0.0		MT OGDEN MT	0.0	A 6.00	A 9.00	A 7.40	
<b>10.35</b>	<b>7.50</b>	<b>8.45</b>		36.3		SALT LAKE CITY	36.3 784.0	5.05 4.45	8.15 8.05	<b>5.45</b> <b>5.45</b>	
12.39	9.39	12.15		154.4		LYNNNDYL	665.9	2.20	6.08	3.15	
2.20	10.54	2.05		243.5		MILFORD	576.8	12.50	4.58	1.40	
3.00	11.21	2.45		278.9		LUND	541.4	12.05	4.25	12.45	
5.08	12.55	4.50		360.8		CALIENTE	450.5	10.15	2.49	10.40	
8.05 7.20	3.30 2.40	8.05 7.35		486.1		MT LAS VEGAS MT PT	334.2	7.30 6.15	12.20 11.10	7.45 6.25	
10.40	5.35	11.45		657.1		YERMO	163.2	2.53	8.15	2.40	
11.03	5.53	12.10		670.5		BARSTOW	150.1	2.25	7.57	2.15	
1.05	7.50	2.30		751.3		SAN BERNARDINO	67.3	12.20	6.08	12.05	
1.15	7.58	2.40		754.8		COLTON	64.5	12.07	5.55	11.44	
1.35	8.10	3.00		761.8		RIVERSIDE	57.5	11.55	5.43	11.30	
1.58		3.45		781.5		ONTARIO	37.8	11.28		10.55	
2.10	8.38	4.05		787.3		POMONA	32.0	11.20	5.15	10.40	
2.50	9.10	5.00		813.6		EAST LOS ANGELES	5.7	10.50	4.50	10.05	
A 3.15	A 9.30	A 5.30		821.0		PT LOS ANGELES PT	0.0	10.30	4.30	9.45	
						(821.0)		Daily	Daily	Daily	
	(19.00) 43.2	(15.35) 52.7	(22.35) 36.4			Thru Time		(18.30) 44.3	(15.30) 53.0	(20.55) 40.0	
						Average speed per hour					

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 26 September 23, 1956			Mile Post	FIRST CLASS		
29 Passenger Daily	33 Passenger Daily				30 Passenger Daily	34 Passenger Daily	STATIONS		30 Passenger Daily	34 Passenger Daily	
				0.0		SALT LAKE CITY	0.0	A 7.20	A 9.45		
8.15	6.20 6.45			36.3		OGDEN	0.0	7.20	8.50 8.15		
8.50	7.17			57.4		BRIGHAM CITY	21.1	6.45	7.50		
9.30	7.57			85.1		CACHE JCT.	48.8	6.00	7.10		
10.45	9.30			147.5		McCAMMON	111.2	4.50	5.55		
A 11.15	A 10.00			170.2		POCATELLO	213.9	4.15	5.25		
						(170.2)		Daily	Daily		
	(3.00) 44.6	(4.30) 37.8				Thru Time		(3.05) 43.4	(4.20) 39.3		
						Average speed per hour					

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

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956				
	254	277	279	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed Daily Except Sunday
DOFT WYZ	10.30PM	9.00PM	7.05PM	6.00AM	
PX	10.40	9.10	7.15	6.10	
IX					
PX					
ws 72 PX	10.56	9.25	7.27	6.27	
cs 133 PX	11.04	9.32	7.33	6.35	
	11.08	9.36	7.36	6.40	
ws 56 ES 116 PX	11.18	9.43	7.43	6.50	
ES 41 PX	11.25	9.50	7.48	6.55	
P	11.36PM	9.59	7.55	7.04	
CDFOPT WYZ	A 12.05AM	10.10 11.15	8.05 8.40	7.25 8.15	5.50AM
122 P		11.25	8.50	8.25	6.04
120 P		11.37	8.59	8.37	f 6.15
120 P		11.45	9.05	8.45	f 6.24
ws 114 ES 67 PY		11.55PM	9.14	8.55	A 6.40AM
120 P		12.10AM	9.25 <sup>27n</sup>	9.10	
122 P		12.20	9.31	9.20	
121 P		12.40	9.42	9.40	
ws 106 ES 70 DP WYZ		1.30	10.00	10.01	
123 P		1.57 <sup>28x</sup>	10.12	10.20	
P					
P					
121 P		2.20	10.24	10.40	
121 P		2.40	10.35	11.00	
P					
121 P		2.49	10.45	11.10	
P					
121 P		2.58	10.54	11.20	
121 P		3.15	11.08	11.40	
P					
122 P		3.30	11.20	11.55AM	
ES 123 ws 126 IPWY		A 3.45AM	A 11.30PM	A 12.10PM	

Time-Table No. 26  
September 23, 1956

**STATIONS**

DN-R SALT LAKE CITY YLSA DS	2.6
DN-R NORTH YARD YL C	2.6
NORTH SALT LAKE	0.1
BAMBERGER R. R. CROSS.	2.9
D WOODS CROSS WC	6.8
FARMINGTON	4.6
D KAYSVILLE K	2.2
D LAYTON NY	4.7
D CLEARFIELD CF	3.7
ROY	5.1
BRIDGE JCT. YL	1.0
DN-R OGDEN YL OG YD RD	0.7
D. & R. G. W. CROSSING YL	0.9
S. P. JCT. YL	7.2
HOT SPRINGS	5.2
WILLARD	7.1
DN BRIGHAM CITY YL BM	0.3
D HONEYVILLE HX	5.5
DEWEY	8.7
WHEELON	4.2
DN CACHE JCT. YL CJ	8.1
TRENTON	3.7
CORNISH	1.8
UTIDA	2.7
D WESTON WI	5.9
DN DAYTON CN	4.2
CLIFTON	3.1
COULAM	3.0
OXFORD	3.4
SWAN LAKE	10.3
DN DOWNEY DO	5.0
VIRGINIA	4.7
D ARIMO A	6.5
DN-R McCAMMON YLMC	

Double Track

BLOCK SIGNALS

(147.5)

(1.35) 21.3 (6.45) 21.8 (4.25) 33.5 (6.10) 23.9 (0.50) 25.3 ..... Thru Time ..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.

**WESTWARD**

**FIRST SUBDIVISION**

**FIRST CLASS**

Time-Table No. 26 September 23, 1956					Distance from Salt Lake City
29	6	104	33	10	
Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	
					0.0
	6.45PM	8.15AM	5.30AM	5.05AM	2.6
					5.2
					5.3
					8.2
					15.0
					19.6
					21.8
					26.5
					30.2
					35.3
	8.15 <sup>34</sup> PM A	7.40PM A	9.00AM	6.20 6.45	36.3
					37.0
	8.25			6.54	37.0
	8.32			7.01 <sup>30</sup>	45.1
	8.37			7.06	50.3
	s 8.50			# 7.17	57.4
					66.7
					72.2
					80.0
					85.1
					93.8
					96.9
					98.7
					101.4
					107.8
					111.5
					114.6
					117.6
					121.0
					131.3
					136.3
					141.0
	A 10.45PM			A s 9.30AM	147.5

Time-Table No. 26  
September 23, 1956

**STATIONS**

DN-R SALT LAKE CITY YLSA DS	2.6
DN-R NORTH YARD YL C	2.6
NORTH SALT LAKE	0.1
BAMBERGER R. R. CROSS.	2.9
D WOODS CROSS WC	6.8
FARMINGTON	4.6
D KAYSVILLE K	2.2
D LAYTON NY	4.7
D CLEARFIELD CF	3.7
ROY	5.1
BRIDGE JCT. YL	1.0
DN-R OGDEN YL OG YD RD	0.7
D. & R. G. W. CROSSING YL	0.9
S. P. JCT. YL	7.2
HOT SPRINGS	5.2
WILLARD	7.1
DN BRIGHAM CITY YL BM	0.3
D HONEYVILLE HX	5.5
DEWEY	8.7
WHEELON	4.2
DN CACHE JCT. YL CJ	8.1
TRENTON	3.7
CORNISH	1.8
UTIDA	2.7
D WESTON WI	5.9
DN DAYTON CN	4.2
CLIFTON	3.1
COULAM	3.0
OXFORD	3.4
SWAN LAKE	10.3
DN DOWNEY DO	5.0
VIRGINIA	4.7
D ARIMO A	6.5
DN-R McCAMMON YLMC	

Double Track

BLOCK SIGNALS

(147.5)

(2.30) 44.5 (0.55) 39.5 (0.45) 48.4 (4.00) 36.9 (0.55) 39.6 ..... Thru Time ..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Rules 251 to 254 inclusive apply between Ogden and Salt Lake City.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 14.  
For stations not shown on schedule pages.—See Page 21.  
For setout tracks.—See Page 22.  
No. 33 will not stop at Trenton, Weston, Dayton, Swan Lake or Arimo on Sundays, or at Coulam and Virginia on Sundays and holidays, for mail and express.

FIRST SUBDIVISION EASTWARD

Time-Table No. 26 September 23, 1956	Mile Post	FIRST CLASS								
		30 Passenger	5 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger				
<b>STATIONS</b>										
DN-R SALT LAKE CITY YL SA DS 2.6	36.3		A 8.45AM	A 7.40PM	A 9.45PM	A 10.05PM				
DN-R NORTH YARD YL C 2.6	33.7									
NORTH SALT LAKE 0.1	31.1		8.32	7.30	9.29	9.52				
BAMBERGER R. R. CROSS. 2.9	31.0									
D WOODS CROSS WC 6.8	28.1		8.29	7.27	9.25	9.49				
FARMINGTON 4.6	21.3		8.23		9.18	9.43				
D KAYSVILLE K 2.2	18.7		8.19		9.13	9.39				
D LAYTON NY 4.7	14.5		8.17	7.15	9.11	9.37				
D CLEARFIELD CF 3.7	9.8		8.12		9.06	9.32				
ROY 5.1	6.1		8.07	7.07	9.02	9.27				
BRIDGE JCT. YL 1.0	1.0		8.00	7.00	8.55	9.20				
DN-R OGDEN YL OG YD RD 0.7	0.0	A	7.20AM	7.55AM	6.55PM	8.50 8.15 <sup>29</sup>	9.15PM			
D. & R. G. W. CROSSING YL 0.9	0.7									
S. P. JCT. YL 7.2	1.6		7.10			8.08				
HOT SPRINGS 5.2	8.8		7.01 <sup>33</sup>			8.02				
WILLARD 7.1	14.0		6.52			7.57				
DN BRIGHAM CITY YL BM 9.3	21.1	s	6.45		s	7.50				
D HONEYVILLE HX 5.5	30.4		6.30			7.38				
DEWEY 8.7	35.9		6.24			7.33				
WHEELON 4.2	44.6		6.13			7.23				
DN CACHE JCT. YL CJ 8.1	48.8	s	6.00		s	7.10				
TRENTON 3.7	56.9		5.47		s	6.59				
CORNISH 1.8	60.6	f	5.43		s	6.54				
UTIDA 2.7	62.4		5.41			6.51				
D WESTON WI 5.9	65.1		5.38		s	6.48				
DN DAYTON CN 4.2	71.0	f	5.32		s	6.41				
CLIFTON 3.1	75.2		5.28			6.36				
COULAM 3.0	78.3		5.25			6.33				
OXFORD 3.4	81.3		5.22			6.30				
SWAN LAKE 10.3	84.7		5.19			6.27				
DN DOWNEY DO 5.0	95.0	s	5.09		s	6.17				
VIRGINIA 4.7	100.0		5.02			6.10				
D ARIMO A 6.5	104.7		4.58		s	6.05				
DN-R McCAMMON YL MC 111.2			4.50AM		s	5.55PM				
(147.5)			Daily	Daily	Daily	Daily	Daily			

Thru Time ..... (2.30)  
Average speed per hour ..... 44.5

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. 26 September 23, 1956	Mile Post	SECOND CLASS									Car capacity of sidings, etc. See Rule 4(A) Page 22.
		280 Time Freight	278 Stock Special	312 Mixed	259 Time Freight	270 Time Freight					
<b>STATIONS</b>											
DN-R SALT LAKE CITY YL SA DS 2.6										P	
DN-R NORTH YARD YL C 2.6		A 5.30AM	A 8.50PM		A 5.00PM	A 1.00AM				DOFT WYZ	
NORTH SALT LAKE 0.1		5.15	8.35		4.40	12.45				PX	
BAMBERGER R. R. CROSS. 2.9										IX	
D WOODS CROSS WC 6.8		5.08	8.25		4.34	12.35				PX	
FARMINGTON 4.6		4.59	8.15		4.23	12.25				WS 72 PX	
D KAYSVILLE K 2.2		4.52	8.05		4.15	12.15				CS 133 PX	
D LAYTON NY 4.7		4.48	8.00		4.10	12.10				WS 56 ES 115 PX	
D CLEARFIELD CF 3.7		4.42	7.50		4.00	12.01AM				ES 41 PX	
ROY 5.1		4.35	7.40		3.50	11.50PM					
BRIDGE JCT. YL 1.0		4.25	7.30		3.35	11.40				P	
DN-R OGDEN YL OG YD RD 0.7		4.20	7.20	A 3.00PM	3.30PM	11.30				CDFOPT WYZ	
D. & R. G. W. CROSSING YL 0.9		3.50	6.20			10.30					
S. P. JCT. YL 7.2		3.40	6.05	2.45		10.15				122 P	
HOT SPRINGS 5.2		3.27	5.50	2.28		10.01				120 P	
WILLARD 7.1		3.20	5.40	2.17		9.54				120 P	
DN BRIGHAM CITY YL BM 9.3		3.10	5.30	2.00PM		9.45				WS 114 ES 67 PY	
D HONEYVILLE HX 5.5		2.55	5.15			9.25 <sup>279</sup>				120 P	
DEWEY 8.7		2.47	5.05			9.06 <sup>29</sup>				122 P	
WHEELON 4.2		2.35	4.50			8.45				121 P	
DN CACHE JCT. YL CJ 8.1		2.15	4.30			8.25				WS 106 ES 70 WYZ	
TRENTON 3.7		1.57 <sup>277</sup>	3.30			7.25				123 P	
CORNISH 1.8										P	
UTIDA 2.7										P	
D WESTON WI 5.9		1.47	3.15			7.15				121 P	
DN DAYTON CN 4.2		1.38	3.05			7.05				121 P	
CLIFTON 3.1										P	
COULAM 3.0		1.28	2.55			6.55				121 P	
OXFORD 3.4										P	
SWAN LAKE 10.3		1.18	2.45			6.45				121 P	
DN DOWNEY DO 5.0		1.05	2.30			6.30				121 P	
VIRGINIA 4.7										P	
D ARIMO A 6.5		12.52	2.15			6.15				122 P	
DN-R McCAMMON YL MC 111.2		12.40AM	2.00PM			6.00PM				ES 123 WS 125 IPWY	
(147.5)		Daily	Daily	Daily Except Sunday	Daily	Daily					

Thru Time ..... (4.50)  
Average speed per hour ..... 30.5

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**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS			Distance from Salt Lake City	Time-Table No. 26 September 23, 1956	
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily			
DOPT WYZ	9.00PM	1.30PM				0.0	DN-R NORTH YARDYL C	
						0.7	D. & R. G. W. CROSSING YL	
AMP						2.3	WEST. PAC. CROSSING YL	
P						4.4	BUENA VISTA	
P			10.30PM	7.50PM	9.45AM	0.0	DN-R SALT LAKE CITY YL	
P						1.3	EIGHTH SO. ST. YL	
AIP						1.5	D. & R. G. W. CROSSING YL	
AIP						1.7	D. & R. G. W. CROSSING YL	
122 P					9.58	4.8	BUENA VISTA	
125 P					s 10.10	15.7	D GARFIELD GF	
AIP						16.8	D. & R. G. W. CROSSING	
122 P						19.6	LAKE POINT	
122 PW					10.25	27.6	ERDA	
122 PY					s 10.36	35.8	D WARNER DU	
131 P					f 10.43	41.4	STOCKTON	
122 P					f 10.51	47.9	D ST. JOHN SJ	
143 P					f 11.03	60.7	FAUST	
122 P						60.8	PEHRSON	
137 P					11.21	74.1	LOFGREEN	
122 P						79.8	BOULTER	
122 PWYZ					f 11.39	85.4	D TINTIC U	
123 P						92.1	McINTYRE	
126 PW					11.53AM	98.7	JERICHO	
139 P					12.05PM	109.0	CHAMPLIN	
118 PWY			12.39AM	9.39	s 12.15	118.1	LYNNDYL	
122 P						125.8	STRONG	
124 PWY			s 1.00		s 12.37	134.6	DN DELTA AK	
122 P						144.1	VAN	
122 P					12.56	153.0	CLEAR LAKE	
123 P						158.1	NEELS	
122 P						166.5	BLOOM	
124 P						174.4	CRUZ	
123 PW					f 1.27	184.0	BLACK ROCK	
122 P						194.3	READ	
122 P			2.00	10.41	1.42	198.9	MURDOCK	
DPTWYZ	A 5.00AM	A 6.45PM	A 2.10AM	A 10.51PM	A 1.55PM	207.2	DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(207.2)

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

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**

Car capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS			SECOND CLASS		Miles Past	Time-Table No. 26 September 23, 1956	
	10 Passenger	104 Streamliner Passenger	6 Passenger	260 Time Freight	256 Time Freight		STATIONS	
	Daily	Daily	Daily	Daily	Daily			
DOPT WYZ				A 11.30AM	A 2.30AM	35.3	DN-R NORTH YARDYL C	
						36.0	D. & R. G. W. CROSSING YL	
AIP						781.3	WEST. PAC. CROSSING YL	
P						779.2	BUENA VISTA	
P	A 4.45AM	A 8.05AM	A 5.45PM			36.3	DN-R SALT LAKE CITY YL	
P						37.6	EIGHTH SO. ST. YL	
AIP						37.8	D. & R. G. W. CROSSING YL	
AIP						38.0	D. & R. G. W. CROSSING YL	
122 P	4.25	7.49	5.28			779.2	BUENA VISTA	
125 P			f 5.17			768.3	D GARFIELD GF	
AIP						707.1	D. & R. G. W. CROSSING	
122 P						704.4	LAKE POINT	
122 PW					5.04	750.4	ERDA	
122 PY			s 4.53			748.2	D WARNER DU	
131 P			f 4.44			742.6	STOCKTON	
122 P			f 4.37			736.1	D ST. JOHN SJ	
143 P			4.24			723.3	FAUST	
122 P						717.2	PEHRSON	
137 P			4.08			709.9	LOFGREEN	
122 P						704.2	BOULTER	
122 PWYZ			f 3.54			698.6	D TINTIC U	
123 P						691.9	McINTYRE	
126 PW					3.38	685.9	JERICHO	
139 P					3.26	675.0	CHAMPLIN	
118 PWY	2.20	6.08	s 3.15			665.9	LYNNDYL	
122 P						658.2	STRONG	
124 PWY	s 2.01		s 2.55			649.4	DN DELTA AK	
122 P						639.9	VAN	
122 P					2.33	631.0	CLEAR LAKE	
121 P						625.9	NEELS	
122 P						617.5	BLOOM	
124 P						609.0	CRUZ	
123 PW			f 2.04			599.4	BLACK ROCK	
122 P						589.7	READ	
122 P						585.1	MURDOCK	
DPTWYZ	12.50AM	4.58AM	1.40PM	2.50AM	5.30PM	576.8	DN-R MILFORD YL FD	

Thru Time ..... (3.55) (3.07) (4.05) .....  
Average speed per hour ..... 54.2 66.4 50.7 (8.40) (9.00) 23.9 23.0

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			Miles from Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	7.00PM	5.40AM	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			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						268.2
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
88 P						315.6
122 P				4.36		319.7
ES 119 DPWY WS 113			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 FW 77				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	7.50	445.3
DPTWYZ	A 2.00AM	A 2.30PM	A 3.30AM	A 8.05PM	A 8.05AM	449.8

Time-Table No. 26

September 23, 1956

**STATIONS**

DN-R	MILFORD	YL	FD
	5.1		
	UPTON		
	10.1		
	THERMO		
	6.8		
	NADA		
	4.3		
	LATIMER		
	9.1		
DN	LUND		UN
	9.9		
	ZANE		
	4.8		
	BERYL		
	10.9		
	HEIST		
	6.0		
D	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		
DN	CALIENTE	YL	CS
	5.0		
	ETNA		
	4.6		
	STINE		
	5.0		
	BOYD		
	6.5		
	ELGIN		
	3.9		
	KYLE		
	5.4		
	LEITH		
	10.0		
	CARP		
	5.6		
	VIGO		
	5.0		
	GALT		
	5.6		
	HOYA		
	5.0		
	ROX		
	4.5		
	FARRIER		
	10.3		
D	MOAPA		MA
	9.6		
	UTE		
	10.5		
	DRY LAKE		
	5.5		
	GARNET		
	5.5		
	APEX		
	5.0		
	DIKE		
	8.3		
	WANN		
	4.5		
DN-R	LAS VEGAS	YL	VG

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... (7.00) (8.60) (4.36) (6.00) (6.45) .....  
 Average speed per hour ..... 34.6 23.4 52.7 40.4 42.2

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.	Miles from Salt Lake City	FIRST CLASS			SECOND CLASS		
		104 Streamliner Passenger	6 Passenger	10 Passenger	256 Time Freight	260 Time Freight	
		Daily	Daily	Daily	Daily	Daily	
DPTWYZ	576.8	A 4.55AM	A 1.30PM	A 12.40AM		A 4.30PM	A 1.45AM
123 P	571.7	4.48	1.20	12.30			
122 P	561.6		1.10				
122 P	554.8						
122 P	550.5						
122 PY	541.4	4.25	s 12.45	s 12.05AM			
122 P	531.5		12.28				
122 PW	526.7		f 12.22				
122 P	515.8						
122 PY	509.8		f 12.07PM				
122 P	501.2		11.57AM				
127 PY	493.7		11.44				
122 P	489.3						
122 PW	484.6		11.28				
133 P	475.3		f 11.13				
44 P	472.3						
88 P	468.4						
122 P	464.3		10.50				
ES 119 DPWY WS 113	459.5	2.49	s 10.40	s 10.15PM			
122 P	454.5		10.23				
122 P	449.9						
122 P	444.9						
122 PW	438.4		f 9.54				
145 P	434.5						
122 P	429.1		9.38				
102 FW 77	419.1		f 9.25				
122 P	413.5						
69 P	408.5		9.07				
122 P	402.9		8.58				
136 P	397.9		f 8.52				
122 P	393.4						
122 PY	383.1		s 8.36	8.17			
122 P	373.5						
122 PW	363.0		f 8.15				
74 P	357.5		8.09				
122 P	352.0						
122 P	347.0						
122 P	338.7						
DPTWYZ	334.2	12.20AM	7.45AM	7.30PM		6.35AM	3.45PM

Thru Time ..... (4.35) (5.45) (5.10) .....  
 Average speed per hour ..... 52.9 42.2 46.9 (9.55) (10.00)  
 24.4 24.2

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. 26 September 23, 1956	Miles Post	SECOND CLASS	
	307 Mixed	305 Mixed				308 Mixed	306 Mixed
	Daily Except Sunday	Daily Except Sunday					
				<b>STATIONS</b>			
DPPT WYZ		3.00AM	0.0	DN R SALT LAKE CITY YL SA C	30.3	A 2.15AM	
		3.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6	2.05	
			2.1	0.8 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	f	3.30	7.3	2.6 D MURRAY YL FN	43.6	f 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	f	3.45	12.6	1.2 SANDY	48.9	f 1.20	
48 P	s	4.05	17.1	4.5 D DRAPER A	782.9	s 1.10	
ws 73 FS 70 P	f	4.25	24.5	7.4 MOUNT	775.5	f 12.50	
73 PY	f	4.45	29.0	4.5 CUTLER	771.0	f 12.30	
31 P	f	5.05	30.5	1.5 D LEHI HI	709.5	f 12.20	
45 P	f	5.15	33.5	3.0 D AMERICAN FORK AF	766.5	f 12.01AM	
73 P	f	5.35	30.5	3.0 D PLEASANT GROVE GO	763.5	f 11.40PM	
P			38.7	2.2 PIPEMILL YL	761.3		
100 P	f	5.45	42.0	3.3 D GENEVA YL G	758.0	f 11.20	
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3		
CDPT WYZ	9.30AM	A 6.15AM	47.3	4.0 DN-R PROVO YL UR V	752.7	A 4.45PM 11.00PM	
P	f	9.40	52.0	4.7 SPRINGVILLE	748.0	f 4.34	
29 P	s	9.55	55.0	3.6 D SPANISH FORK SF	744.4	f 4.28	
116 PW	s	10.15	63.2	7.0 D PAYSON CN	730.8	f 4.17	
125 P	f	10.55	78.0	14.8 STARR	722.0	f 3.52	
132 PY	s	11.35AM	89.2	11.2 D NEPHI NI	710.8	s 3.35	
75 P	f	12.05PM	103.7	14.5 JUAB	696.3	f 3.10	
125 P	f	12.45	118.9	15.2 PARLEY	681.1	f 2.40	
60 P	f	1.15	130.1	11.2 MACK	669.9	f 2.16	
PWY	A	1.30 PM	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. 26 September 23, 1956	Miles Post	SECOND CLASS	
	303 Mixed	304 Mixed					
	Daily Except Sunday						
				<b>STATIONS</b>			
DPWYZ	6.10AM	0.0	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM	
10		4.8	4.8	4.8 PETERSBORO (Spur)	4.8		
35	f	6.35	8.0	3.8 MENDON	8.6	f 2.15	
19	f	6.55	13.8	5.2 D WELLSVILLE	13.8	f 1.55	
26			14.5	0.7 HILLS	14.5		
22	f	7.10	17.0	3.1 HYRUM	17.0	f 1.30	
13			20.2	2.6 HOLT	20.2		
85 WYZ	s	7.35	24.1	3.9 D LOGAN YL Q	24.1	s 1.10	
20			26.4	2.3 GREENVILLE	26.4		
15	f	8.02	31.5	5.1 D SMITHFIELD YL	31.5	f 12.30	
33	f	8.25	37.4	5.9 D RICHMOND YL	37.4	f 12.01PM	
10			39.6	2.2 MERRILLS	39.6		
6	f	8.34	41.0	1.4 WEBSTER	41.0	f 11.30AM	
			41.5	0.5 D LEWISTON (Spur)	41.5		
35	f	9.05	43.8	2.3 FRANKLIN	43.8	f 11.20	
24	f	9.15	48.0	4.2 WHITNEY YL	48.0	f 11.08	
22 Y	A	10.10AM	50.8	2.8 D-R PRESTON YL PN	50.8	11.00AM	
				(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	Mile Post	Time-Table No. 26 September 23, 1956	Mile Post	SECOND CLASS	Mile Post		
	311 Mixed				312 Mixed			
	Daily Except Sunday		<b>STATIONS</b>					
WS 114 ES 67 PY	7.30AM	0.0	DN-R BRIGHAM CITY YL BM	0.0	A 1.30PM			
51	f 7.45	5.6	5.6 CORINNE	5.0	f 12.55			
24	f 8.02	13.7	8.1 CROPLEY	13.7	f 12.35			
46	s 8.15	17.8	4.1 D TREMONTON YL	17.8	s 12.25			
19	y s 8.30	19.8	2.0 D GARLAND YL	19.8	s 12.15PM			
20	f 8.46	25.0	5.2 FIELDING	25.0	f 11.56AM			
14	f 9.25	36.7	11.7 PORTAGE	36.7	f 11.20			
30	y A 10.15AM	51.5	14.8 D-R MALAD YL MV	51.5	10.30AM			
			(51.5)		Daily Except Sunday			
	(2.45) 13.7		..... Thru Time .....	(3.00) 17.1	..... Average speed per hour .....			

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 22.	Time-Table No. 26 September 23, 1956		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956		Mile Post
	STATIONS				STATIONS				STATIONS		
WS 55 ES 116 PX	D	CLEARFIELD YL CF	0.0	19	X D	GARLAND YL AJ	0.0	46	D	TREMONTON YL MU	0.0
	I	D. & R. G. W. CROSSING YL	0.3			HAWS YL	1.1	22		SUNSET YL	5.1
45		BARNES YL (Spur)	2.1	9		BRADFORD YL	3.4			END OF TRACK YL	5.6
		END OF TRACK YL	2.4	22		END OF TRACK YL	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.
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	Mile Post	Time-Table No. 26 September 23, 1956	Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956	Mile Post		
	417 Local Freight				418 Local Freight						
	Daily Except Sunday		<b>STATIONS</b>								
122 188 PY	7.00AM	0.0	DN-R LUND YL UN	0.0	A 11.45AM		120 WYZ	DN-R IRON SPRINGS YL GS	0.0		
120	7.20	9.4	9.4 AVON	9.4	11.27			DESERT MOUND	4.5		
120 WYZ	7.45	20.3	DN-R IRON SPRINGS YL GS	20.3	11.05		Y	COMSTOCK	10.9		
Loop 43	A 8.20AM	32.5	DN-R CEDAR CITY YL CD	32.5	10.30AM		Y	D IRON MOUNTAIN YL MN	14.0		
			(32.5)		Daily Except Sunday			(14.9)			
	(1.20) 24.3		..... 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 22.	Time-Table No. 26 September 23, 1956		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956		Mile Post	
	STATIONS				STATIONS			
122 PY	D	MOAPA MA	0.0					
13		NARROWS	5.1					
11		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 22.	SECOND CLASS	Mile Post	Time-Table No. 26 September 23, 1956	Mile Post	SECOND CLASS	Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 26 September 23, 1956	Mile Post		
	403 Local Freight				404 Local Freight						
	Daily Except Sunday		<b>STATIONS</b>								
ES 123 WS 116 DPWY	7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM	124 186 PW Y	DN	DELTA YL AK	0.0		
26	s 8.20	14.5	14.5 PANACA	14.5	s 1.30	10		GREENWOOD (Spur)	21.7		
Y	A 9.45AM	32.7	D PIOCHE YL RM	32.7	12.01PM	26 Y D		FILLMORE YL FI	32.2		
			(32.7)		Daily Except Sunday			(32.2)			
	(2.15) 14.0		..... Thru Time .....	(2.44) 11.9	..... 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 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. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track.			30
Within yard limits— Protected by continuous block signal system.	60	50	25	On curves.			25
Not protected by continuous block signal system.	50	40	25	On branch lines.			15
At North Yard.	50	40	25	Trains handling scale test cars— On main line.			30
On branch lines.	30	30	15	On branch lines.			20
Diesel passenger locomotive operated without tram.			25	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
All lesser speed restrictions specified for passenger trains will govern.				Trains handling air-dump cars.			35
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
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	Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
Backing up light.			40	Between Milford and Black Rock.			30
Gas Turbine, Diesel freight and road switch locomotive.	65	65		Between Black Rock and Lynndyl.			40
1500 class Diesel road freight locomotives.		50	50	Between Lynndyl and Salt Lake via Tintic.			40
Diesel yard switch locomotives in road service.			35	Between Lund and Modena.			30
Steam locomotives running backward.	20	20		Between Modena and Las Vegas.			40
3800 class locomotives.	60	50		Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
3900 class locomotives.	65	50		When using cross-overs or turn-outs.	15	15	15
MacArthur type locomotives with 63-inch drivers.	55	50		When using No. 14 turn-outs.	25	20	20
Consolidation type locomotives.	35	35		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 dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.		15	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. (Slower speed must be observed where conditions require.)			15

**FIRST SUBDIVISION  
Between Ogden and McCammon**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	50	Utida 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.	70	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Oxford 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.	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. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	40	30	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.4.	40	30	Arimo Between M.P. 107.4 and 107.7.	60	50
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Between M.P. 110.8 and 111.2.	40	25
Between M.P. 46.5 and 47.2.	30	30	McCammon		
Cache Junction Between M.P. 49.0 and 49.3.	25	25			
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 Bamberger R. R. Crossing, M.P. 31.0.	60	50	40
Roy Between M.P. 8.7 and 9.1.	79	70	50	North Yard Between M.P. 34.5 and passenger station.	25	25	15
Kaysville 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.	Psgr.	Frt.		Str.	Psgr.	Frt.
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			
Lynndyl 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 Between M.P. 379.2 and 379.6.	60	50	40
Maximum speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50	Between M.P. 380.4 and 380.9.	65	55	45
Las Vegas Between M.P. 333.2 and 335.0	20	20	20	Farrier Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Valley Nellis Air Base Spur.		25	25	Between M.P. 394.0 and 394.2.	60	50	40
Lovell Government Ordnance Spur.			25	Between M.P. 394.6 and 395.9.	35	35	25
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 397.5 and 398.6.	45	35	25
Apex Between M.P. 356.1 and 356.8.	50	40	30	Hoya Between M.P. 403.7 and 419.7.	35	35	25
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Carp Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 427.9 and 428.2.	55	45	35
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 Between M.P. 430.0 and 455.2.	35	35	25
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	25
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: 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.	Psgr.	Frt.		Str.	Psgr.	Frt.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Brown Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline Between M.P. 494.1 and 494.4.	40	30	25
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Eccles Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.1 and 479.5.	40	30	25				
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

**PROVO SUBDIVISION**  
Between Lynndyl and Salt Lake City

Maximum speed.	50	40	40	Lehi Sugar Factory Trackage west of stockyards.			5
Lynndyl Between M.P. 665.7 and 666.0.	15	15	15	Cutler Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 782.7.	40	30	25
Mack Between M.P. 674.6 and 686.3.	30	30	25	Sandy Between M.P. 49.0 and 46.2.	40	40	30
Mills Between M.P. 691.8 and 694.4.	40	30	25	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Nephi City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Atwood Midvale Smelter Trackage.			12
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
Provo Between M.P. 751.8 and 758.5.	20	20	20	Between M.P. 40.3 and Salt Lake City.	15	15	15
Geneva Over Road Crossings in Steel Plant.			15	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Wasatch Oil Spur.			10	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.			
American Fork City Limits, between M.P. 765.5 and 767.5.	20	20	20	Salt Lake City			

\*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	
	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. Maximum Speed.		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
Roche Beet Spur.		10	Iron Mountain Branch. 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. Between M.P. 0.0 and 17.0.		25
Cache Valley Branch. Maximum Speed.		35	Between M.P. 17.0 and 22.1.		10
1800 class locomotives.		30	Between M.P. 22.5 and 25.5.		20
Between M.P. 13.6 and 13.9.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 17.7 and 18.0.		15	Prince Branch.		15
Between M.P. 42.7 and 43.3.		25	Caselton Spur.		10
Ironton Spur.		15	Mead Lake Branch. Maximum Speed.		25
Eureka and Silver City Branches.		12	Between M.P. 1.6 and 2.3.		20
Eureka, within city limits.		6	Between M.P. 5.0 and 6.7.		10
Mammoth Branch.		6	Between M.P. 7.0 and 9.0.		20
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			

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	YD—21st St. Telegraph Office
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	RD—28th St. Telegraph Office
Cache Jct.	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	Telegraph Office
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.
51"	70.6				

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
Marsh Valley	103.0	2 Mi. P	West	West	Cache Valley Branch				
Beers	72.3	9	East	East	Logan Sugar Factory Spur	21.7	1.0 Mile 15	East West	Level 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 30	East East	Level Level
Cottle	55.7	22	Both	East	Roche		8	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. Old Siding 52 P	East	East	Eureka Branch				
Perry (1)	17.2	Team Track 25	Both	Level	Eureka	3.6	Yard	East	East
Harrisville	4.7	32 P	Both	Level	Silver City Branch				
Browning	2.7	29	Both	Level	Silver City	1.5	12	East	East
Layton Sugar Factory Spur	13.8	50 X	East	East	Mammoth Branch				
Pioneer	29.7	60	Both	East	Mammoth	1.6	10	Both	East
Becks	32.9	Old Siding 88 P Advance Track 68	Both	East	Mammoth Mine	3.6	Yard	East	East
<b>Second Subdivision</b>					Cedar City Branch				
Industrial Center Spur	779.9	64 P	West	East	Kaiser	22.5	48	Both	East
Bauer	744.8	33 P	Both	East	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West West	East East
Clover	732.8	Gov't. Yard P	East	East	Pioche Branch				
Oasis (3)	644.4	33 P	Both	West	Peck	6.0	2	West	East
Borden	620.9	4 P	West	East	Prince Branch				
Pumice	604.3	16 P	Both	East	Mendha	4.2	3	East	East
<b>Third Subdivision</b>					Caselton	6.5	Yard 4	East Both	West West
Barclay	478.7	18 P	East	West	Prince	8.6		Both	West
Hoya Pit	401.5	70 P	Both	West	Mead Lake Branch				
Arrolime	353.8	31 P	Both	East	Standard Oil Co.	3.1	6	East	East
Lovell	344.6	Spur 11 P	West	West	Arrowhead	3.3	20	West	East
Valley	342.4	Gov't Ordnance Spur 4.0 Mi. Old Siding 38 P Industry 14 Nellis Air Base Spur 2.7 Mi.	Both Both West	West West East	Seven Arrow Gypsum	9.3	7	East	West
<b>Provo Subdivision</b>					Amber	9.5	5	East	West
Officer	38.9	83 P	Both	East	Virgin	12.8	6	Both	West
Burton	39.5	21	Both	East	Glassand	13.7	20	West	West
Walton	41.1	16	West	East					
Bentz	42.2	9	West	West					
Atwood	45.9	Team Track 17 P Spur 11	Both West	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	East	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 P	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
<b>First Subdivision</b>					<b>Third Subdivision</b>				
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	2	East	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 .....	23.1	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
<b>Second Subdivision</b>					<b>Provo Subdivision</b>				
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	<b>Cache Valley Branch</b>				
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	<b>Malad Branch</b>				
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	<b>Cedar City Branch</b>				
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; R—train register;
- N—night operator; YL—yard limits.
- DN—day and night operator;

The following letters placed in columns provided in time-table indicate:

- C—coaling station; X—cross-over;
- D—diesel oil station; Y—wye;
- F—turbine fuel station; Z—track scales;
- I—interlocking; AI—automatic interlocking;
- O—fuel oil station; CS—center siding;
- P—telephone; ES—eastward siding;
- T—turntable; WS—westward siding.
- W—water station;