

# UNION PACIFIC RAILROAD COMPANY

South - Central District

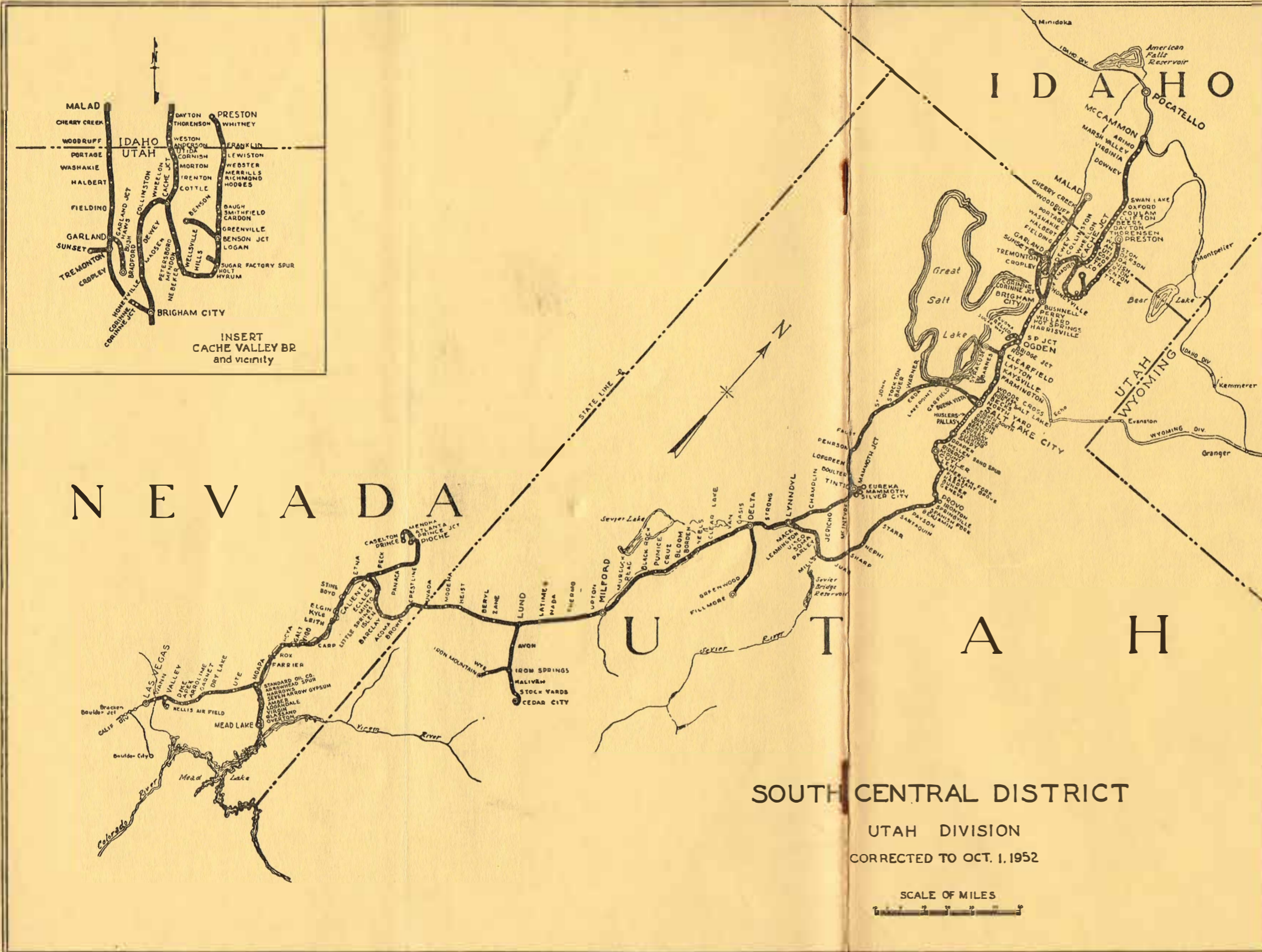


## UTAH DIVISION TIME-TABLE No. 27

Effective Sunday,  
April 14, 1957  
at 12:01 A.M. MOUNTAIN TIME

*Safety Always  
Makes a Suggestion*

FOR EMPLOYEES ONLY



**G. A. CUNNINGHAM** General Manager  
**H. E. SHUMWAY** General Superintendent Transportation

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

W. 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  
 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  
 T. P. ROGERS, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah  
 B. F. HYDE, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

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

R. A. FORBES, Chief Train Dispatcher  
 Las Vegas, Nev.  
 R. L. GUNDY, Ass't Chief Train Dispatcher  
 Las Vegas, Nev.  
 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.
D. L. Gamette	District Surgeon	Los Angeles.
K. E. Noyes	Surgeon	American Fork.
J. E. Trowbridge	Surgeon	Bountiful.
O. F. Smith	Surgeon	Brigham City.
G. C. Dils	Surgeon	Caliente.
L. V. Broadbent	Surgeon	Cedar City.
R. W. Farnsworth	Surgeon	Cedar City.
M. E. Bird	Surgeon	Delta.
M. A. Lyman	Surgeon	Delta.
L. G. Burkett	Surgeon	Downey.
G. H. Bjorkman	Surgeon	Downey.
H. S. Jensen	Surgeon	Farmington.
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	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
E. G. Whitaker	Physician	Logan.
O. H. Mabey	Surgeon	Logan.
J. S. Alley	Surgeon	Logan.
E. N. Davie	Surgeon	Logan.
D. A. Symond	Surgeon	Logan.
John M. Ball	Surgeon	Logan.
F. H. Beckstead	Surgeon	Logan.
J. G. Steele	Surgeon	Logan.
K. A. Stratford	Division Surgeon	Logan.
Harold V. DeMars	Ear, Nose & Throat	Logan.
Leo W. Benson	Surgeon	Logan.
L. S. Sycamore	Surgeon	Logan.
D. C. Barker	Physician	Logan.
C. S. Feeny	Physician	Logan.
R. W. Pugmire	Oculist	Logan.
Max Stewart	Surgeon	Logan.
R. R. Merrell	District Surgeon	Logan.
R. K. Gorton	Asst. to District Surgeon	Logan.
R. G. Crandall	Surgeon	Logan.
Deau Call	Surgeon	Logan.
J. P. Merkle	Surgeon	Logan.
T. F. Cottle	Surgeon	Logan.
J. E. Comstock	Physician	Logan.
W. W. Mumford	Surgeon	Logan.
D. J. Nelson	Surgeon	Logan.
C. W. Pond	Oculist & Aurist	Logan.
E. V. Simison	Oculist & Aurist	Logan.
Calvin Buhler	Surgeon	Logan.
L. R. Hawkes	Surgeon	Logan.
Eldon D. Clark	Oculist & Aurist	Logan.
J. J. Weight	Surgeon	Logan.
J. B. Westwood	Surgeon	Logan.
W. G. Noble	Surgeon	Logan.
L. J. Taufer	District Surgeon	Logan.
Harry Berman	Oculist & Aurist	Logan.
L. W. Condie	Surgeon	Logan.
Alan S. Crandall	Oculist	Logan.
Geo. H. Curtis	Physician	Logan.
E. B. Fairbanks	Oculist & Aurist	Logan.
B. J. Fairbanks	Oculist & Aurist	Logan.
H. L. Pearse	Surgeon	Logan.
S. C. Sharp	Surgeon	Logan.
Rulon E. Smith	Surgeon	Logan.
F. J. Winget	Surgeon	Logan.
W. M. Hughes	Physician	Logan.
E. C. Budge	Surgeon	Logan.
Robert S. Budge	Surgeon	Logan.
G. B. Orton	Surgeon	Logan.
T. M. Aldous	Surgeon	Logan.
G. C. Ficklin	Surgeon	Logan.

**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. 27 April 14, 1957	Mile Post	FIRST CLASS							
309 Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger				10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger			
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>									
	<b>9.15</b>	<b>6.55</b>	8.25	7.30	0.0	MT OGDEN MT	0.0	A 6.15	A 6.30	A 9.00	A 7.40				
<b>11.00</b>	<del>10.25</del>	<del>7.40</del>	9.10	8.20	36.3	SALT LAKE CITY	36.3	5.25	5.45	8.15	<del>6.45</del>	A 4.30			
1.30	12.25	<b>9.39</b>	11.08	<b>12.11</b>	154.4	LYNN DYL	665.9	2.52	3.38	6.08	<b>3.33</b>	1.30			
4.15	2.05	<b>10.54</b>	<b>12.23</b>	<b>2.15</b>	243.5	MILFORD	576.8	1.30	2.28	4.58	<b>2.05</b>	<b>11.50</b>			
A 5.00	2.40	<b>11.21</b>	<b>12.49</b>	<b>3.00</b>	278.9	LUND	541.4	12.45	1.55	4.25	<b>1.15</b>	<b>10.25</b>			
	4.35	12.55	<b>2.24</b>	<b>5.15</b>	360.8	CALIENTE	459.5	<b>11.00</b>	12.19	2.49	11.15				
	<del>7.20</del>	<del>3.30</del>	<del>4.55</del>	<del>8.35</del>	486.1	MT LAS VEGAS MT	334.2	<del>7.00</del>	<del>8.40</del>	<del>11.10</del>	<del>8.20</del>	<del>6.55</del>			
	6.35	2.40	<b>4.05</b>	<b>8.05</b>	657.1	YERMO	163.2	<b>3.55</b>	<b>5.38</b>	<b>8.15</b>	3.05				
	9.40	5.35	<b>6.50</b>	12.10	670.5	BARSTOW	150.1	<b>3.30</b>	<b>5.20</b>	<b>7.57</b>	2.40				
	10.03	5.53	<b>7.08</b>	12.40	751.3	SAN BERNARDINO	67.3	<b>1.30</b>	<b>3.30</b>	<b>6.08</b>	12.30				
	<b>12.05</b>	7.50	<b>9.05</b>	2.55	754.8	COLTON	64.5	<b>1.17</b>	<b>3.20</b>	<b>5.55</b>	12.09				
	<b>12.15</b>	7.59	<b>9.14</b>	3.05	761.8	RIVERSIDE	57.5	<b>1.05</b>	<b>3.07</b>	<b>5.43</b>	<b>11.55</b>				
	<b>12.30</b>	8.10	<b>9.25</b>	3.25	781.5	ONTARIO	37.8				<b>11.15</b>				
	<b>1.05</b>	8.38		4.20	787.3	POMONA	32.0	<b>12.35</b>		<b>5.15</b>	<b>10.55</b>				
	<b>1.40</b>	9.10	<b>10.25</b>	5.00	813.6	EAST LOS ANGELES	5.7	<b>12.05</b>	<b>2.20</b>	<b>4.50</b>	<b>10.20</b>				
A 2.00	A 9.30	A 10.45	A 5.30		821.0	PT LOS ANGELES PT	0.0	<b>11.45</b>	<b>2.00</b>	<b>4.30</b>	<b>10.00</b>				
						(821.0)		Daily	Daily	Daily	Daily				
(6.00) 40.4	(17.45) 46.2	(15.35) 52.7	(15.20) 53.5	(23.0) 35.6		Thru Time		(17.30) 46.9	(15.30) 53.0	(15.30) 53.0	(20.40) 39.7	(6.05) 39.8			
						Average speed per hour									

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 27 April 14, 1957	Mile Post	FIRST CLASS	
29 Passenger	33 Passenger	30 Passenger				34 Passenger	
Daily	Daily			<b>STATIONS</b>			
	<b>7.30</b>		0.0	SALT LAKE CITY	36.3	A 7.30	
	<del>8.20</del>	6.40	36.3	OGDEN	0.0	<del>6.40</del>	A 8.45
	<b>9.20</b>	7.12	57.4	BRIGHAM CITY	21.1	5.50	<b>8.15</b>
	<b>10.05</b>	7.52	85.1	CACHE JCT.	48.8	5.03	<b>7.35</b>
	<b>11.20</b>	9.25	147.5	McCAMMON	111.2	3.50	<b>6.15</b>
A 11.50	A 9.55		170.2	POCATELLO	213.9	3.15	<b>5.45</b>
				(170.2)		Daily	Daily
				Thru Time		(4.15) 40.0	(3.00) 44.6
				Average speed per hour			

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

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car capacity of staging, etc., See Rule 5(A) Page 22.	Time-Table No. 27				
	April 14, 1957				
	254	277	279	251	311
	Time Freight	Time Freight	Time Freight	Time Freight	Mixed
	Daily	Daily	Daily	Daily	Daily Except Sunday
P					
DOPT 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 PX ES 115	11.18	9.43	7.43	6.50	
WS 41 PX	11.25	9.50	7.48	6.55	
P	11.36PM	9.59	7.55	7.04	
COFOPT WYZ	A 12.05AM	10.10	8.05	7.25	5.50AM
		11.15	8.45	8.15	
122 P		11.25	8.59 <sup>29</sup>	8.25	6.10 <sup>30</sup>
120 P		11.37	9.09	8.37	f 6.21
120 P		11.45	9.16	8.45	f 6.29
WS 114 PX ES 67		11.55PM	9.27 <sup>270</sup>	8.55	A 6.45AM
120 P		12.10AM	9.39	9.10	
122 P		12.20	9.45	9.20	
121 P		12.40	9.56	9.40	
WS 106 DP ES 70 WYZ		1.30	10.11	10.01	
123 P		1.57 <sup>280</sup>	10.22	10.20	
P					
121 P		2.20	10.32	10.40	
121 P		2.40	10.42	11.00	
P					
121 P		2.49	10.51	11.10	
P					
121 P		2.58	10.59	11.20	
121 P		3.15	11.13	11.40	
P					
122 P		3.30	11.24	11.55AM	
WS 123 IPWY WS 125	A 3.45AM	A 11.35PM	A 12.10PM		

Time-Table No. 27

April 14, 1957

**STATIONS**

DN-R SALT LAKE CITY YLSA	DS	2.6
DN-R NORTH YARD YL C	YL C	2.6
NORTH SALT LAKE		0.1
BAMBERGER R. R. CROSS.		2.9
D WOODS CROSS WC	WC	6.8
FARMINGTON		4.6
D KAYSVILLE K	K	2.2
D LAYTON NY	NY	4.7
D CLEARFIELD CF	CF	3.7
ROY		5.1
BRIDGE JCT. YL	YL	1.0
DN-R OGDEN YL	YL	0.7
D. & R. G. W. CROSSING YL	YL	0.9
S. P. JCT. YL		7.2
HOT SPRINGS		5.2
WILLARD		7.1
DN BRIGHAM CITY YL BM	YL BM	9.3
D HONEYVILLE HX	HX	5.5
DEWEY		8.7
WHEELON		4.2
DN CACHE JCT. YL CJ	YL CJ	8.1
TRENTON		3.7
CORNISH		4.5
WESTON		5.9
D DAYTON CN	CN	4.2
CLIFTON		3.1
COULAM		3.0
OXFORD		3.4
SWAN LAKE		10.3
DN DOWNEY DO	DO	5.0
VIRGINIA		4.7
D ARIMO A	A	6.5
DN-R McCAMMON YLMC	YLMC	

(147.5)

(1.35) 21.3 (6.45) 21.8 (4.30) 32.7 (6.10) 23.9 (0.55) 23.0 ..... 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**

Distance from Salt Lake City	Time-Table No. 27					
	April 14, 1957					
	29	6	104	33	108	10
	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily
	7.30PM	6.45PM	8.15AM		5.45AM	5.25AM
		7.40	6.56	8.23	5.53	5.35
		7.43	6.59	8.26	5.56	5.38
		7.49	7.05		5.44	5.44
		7.53	7.10	8.35	6.05	5.48
		7.55	7.12			5.50
		8.00	7.16			5.55
		8.03	7.20	8.44	6.14	5.58
		8.08	7.26	8.48	6.18	6.03
		8.20	A 7.40PM	A 9.00AM	6.40AM	A 6.30AM
		8.50				A 6.15AM
		8.59 <sup>270</sup>			6.49	
		9.06			6.56	
		9.11			7.01	
		9.20 <sup>270</sup>			7.12	
		9.31			7.22	
		9.36			f 7.27	
		9.46			7.37	
		s 10.05			s 7.52	
		10.15			s 8.02	
		f 10.18			f 8.07	
		10.23			s 8.16	
		f 10.32			s 8.25	
		10.36			8.29	
		10.39			s 8.32	
					8.35	
		10.45			s 8.40	
		f 10.59			s 8.55	
		11.06			s 9.02	
		11.11			s 9.09	
		A 11.20PM			A 9.25AM	
						147.5

(3.50) 38.4 (0.55) 39.6 (0.45) 48.4 (2.30) 44.5 (0.45) 48.4 (0.50) 43.6 ..... 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. 27 April 14, 1957	Mile Post	FIRST CLASS								
		30 Passenger	5 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger			
<b>STATIONS</b>										
DN-R SALT LAKE CITY YL SA DS	36.3	A 7.30AM	A 8.20AM	A 9.10AM	A 7.40PM			A 10.05PM		
DN-R NORTH YARD YL C	33.7									
NORTH SALT LAKE	31.1	7.15	8.05	9.00	7.30			9.52		
BAMBERGER R. R. CROSS.	31.0									
D WOODS CROSS WC	28.1	7.12	8.02	8.57	7.27			9.49		
FARMINGTON	21.3	7.06	7.56					9.43		
D KAYSVILLE K	16.7	7.02	7.52					9.39		
D LAYTON NY	14.5	7.00	7.50	8.45	7.15			9.37		
D CLEARFIELD CF	9.8	6.56	7.46					9.32		
ROY	6.1	6.52	7.42	8.37	7.07			9.27		
BRIDGE JCT. YL	1.0	6.45	7.35	8.30	7.00			9.20		
DN-R OGDEN YL YD RD	0.0	6.40 6.20	7.30AM	8.25AM	6.55PM	A 8.45PM		9.15PM		
D. & R. G. W. CROSSING YL	0.7									
S. P. JCT. YL	1.6	6.10 <sup>311</sup>				8.35				
HOT SPRINGS	8.8	6.03				8.28				
WILLARD	14.0	5.58				8.23				
DN BRIGHAM CITY YL BM	21.1	s 5.50				s 8.15				
D HONEYVILLE HX	30.4	5.34				8.03				
DEWEY	35.9	5.28				7.58				
WHEELON	44.6	5.17				7.49				
DN CACHE JCT. YL CJ	48.8	s 5.03				s 7.35				
TRENTON	58.9	4.49				s 7.21				
CORNISH	60.6	f 4.45				s 7.16				
WESTON	65.1	4.40				s 7.10				
D DAYTON CN	71.0	f 4.34				s 7.02				
CLIFTON	75.2	4.30				6.57				
COULAM	78.3	4.27				6.54				
OXFORD	81.3	4.24				6.51				
SWAN LAKE	84.7	4.21				6.48				
DN DOWNEY DO	95.0	s 4.10				s 6.37				
VIRGINIA	100.0	4.03				6.30				
D ARIMO A	104.7	3.58				s 6.25 <sup>270</sup>				
DN-R McCAMMON YL MC	111.2	f 3.50AM				s 6.15PM				
(147.5)		Daily	Daily	Daily	Daily	Daily	Daily			

Thru Time ..... (3.40) (0.50) (0.45) (0.45) (2.30) (0.50)  
 Average speed per hour ..... 40.2 43.6 48.4 48.4 44.5 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. 27 April 14, 1957	Mile Post	SECOND CLASS								Car Capacity of this train, 61(A) See Rule 61(A) Page 22.
		280 Time Freight	299 Stock Special	278 Stock Special	312 Mixed	270 Time Freight				
<b>STATIONS</b>										
DN-R SALT LAKE CITY YL SA DS										P
DN-R NORTH YARD YL C		A 5.30AM	A 11.50AM	A 8.50PM			A 1.00AM			DOFT WYZ
NORTH SALT LAKE		5.15	11.44	8.35			12.45			FX
BAMBERGER R. R. CROSS.										IX
D WOODS CROSS WC		5.08	11.40	8.25			12.35			FX
FARMINGTON		4.59	11.33	8.15			12.25			WS 72 FX
D KAYSVILLE K		4.52	11.28	8.05			12.15			} CS 133 FX
D LAYTON NY		4.48	11.25	8.00			12.10			
D CLEARFIELD CF		4.42	11.20	7.50			12.01AM			WS 56 ES 115 FX
ROY		4.35	11.16	7.40			11.50PM			ES 41 FX
BRIDGE JCT. YL		4.25	11.10	7.30			11.40			P
DN-R OGDEN YL YD RD		4.20 3.50	11.01AM	7.20 6.20	A 3.00PM		11.30 10.30			ODFOPT WYZ
D. & R. G. W. CROSSING YL										
S. P. JCT. YL		3.40		6.05	2.45		10.05			122 P
HOT SPRINGS		3.27		5.50	r 2.28		9.50			120 P
WILLARD		3.20		5.40	r 2.17		9.42			120 P
DN BRIGHAM CITY YL BM		3.10		5.30	2.00PM		9.30 <sup>279</sup> 8.29			WS 114 ES 67 PY
D HONEYVILLE HX		2.55		5.15			8.58			120 P
DEWEY		2.47		5.05			8.50			122 P
WHEELON		2.35		4.50			8.35			121 P
DN CACHE JCT. YL CJ		2.15		4.30			8.15			WS 106 ES 70 WYZ
TRENTON		1.57 <sup>277</sup>		3.30			7.40			123 P
CORNISH										P
WESTON		1.47		3.15			7.30			121 P
D DAYTON CN		1.38		3.05			7.20			121 P
CLIFTON										P
COULAM		1.28		2.55			7.10			121 P
OXFORD										P
SWAN LAKE		1.18		2.45			7.00			121 P
DN DOWNEY DO		1.05		2.30			6.45			121 P
VIRGINIA										P
D ARIMO A		12.52		2.15			6.25 <sup>34</sup>			122 P
DN-R McCAMMON YL MC		12.40AM		2.00PM			6.00PM			ES 123 WS 125 IPWY
(147.5)		Daily	Daily	Daily	Daily Except Sunday		Daily			

Thru Time ..... (4.50) (0.49) (6.50) (1.00) (7.00)  
 Average speed per hour ..... 30.5 44.4 21.6 21.1 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								
Car Capacity of sidings, etc. See Rule 6(A) Page 21.	SECOND CLASS		FIRST CLASS					Miles Salt Lake City	Time-Table No. 27	
	259 Time Freight	299 Stock Special	309 Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger		April 14, 1957	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
DOPT WYZ	9.00PM	3.00PM						0.0	DN-R NORTH YARD YL C	Freight Line
I								0.7	0.7 D. & R. G. W. CROSSING YL	
AIP								2.3	1.6 WEST. PAC. CROSSING YL	
P								4.4	2.1 BUENA VISTA	
P			11.00PM	10.25PM	7.50PM	9.20AM	9.30AM	0.0	DN-R SALT LAKE CITY YL SA	Passenger Line
P								1.3	1.3 EIGHTH SO. ST. YL	
AIP								1.5	0.2 D. & R. G. W. CROSSING YL	
AIP								1.7	0.2 D. & R. G. W. CROSSING YL	
122 P								4.8	3.1 BUENA VISTA	
125 P							s 9.57	15.7	10.9 D GARFIELD GF	
AIP								16.8	1.2 D. & R. G. W. CROSSING	
122 P								19.8	2.7 LAKE POINT	
122 PW							10.13	27.6	8.0 ERDA	
122 PY							s 10.25	35.8	8.2 D WARNER DU	
131 P							f 10.33	41.4	5.6 STOCKTON	
122 P							f 10.42	47.9	6.5 D ST. JOHN SJ	
143 P							f 10.55	60.7	12.8 FAUST	
122 P								66.8	6.1 PEHRSON	
137 P							11.13	74.1	7.3 LOFGREEN	
122 P								79.8	5.7 BOULTER	
122 PWYZ							f 11.31	85.4	5.6 D TINTIC U	
123 P								92.1	6.7 McINTYRE	
126 PW							11.46AM	98.7	6.6 JERICHO	
139 P								109.0	10.3 CHAMPLIN	
118 PWY			f 1.30AM	12.25AM	9.39	11.08AM	s 12.11PM	118.1	9.1 LYNNDYL	
122 P								125.8	7.7 STRONG	
124 PWY			s 1.50	s 12.45			s 12.35	134.6	8.8 DN DELTA AK	
122 P								144.1	9.5 VAN	
122 P							12.57	153.0	8.9 CLEAR LAKE	
123 P								158.1	5.1 NEELS	
122 P								166.5	8.4 BLOOM	
124 P								174.4	7.9 CRUZ	
123 PW							f 1.32	184.6	10.2 BLACK ROCK	
122 P								194.3	9.7 READ	
122 P			2.55	1.40	10.41	12.10PM	1.50	198.9	4.6 MURDOCK	
DPTWYZ	A 5.00AM	A 8.15PM	A 3.15AM	A 1.55AM	A 10.51PM	A 12.20PM	A 2.05PM	207.2	8.3 DN-R MILFORD YL FD	
									(207.2)	
	(8.00) 25.9	(6.15) 39.4	(4.15) 48.7	(3.30) 59.2	(3.01) 68.6	(3.00) 69.0	(4.35) 46.2		Thru Time	
									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	
Car Capacity of sidings, etc. See Rule 6(A) Page 21.	FIRST CLASS		SECOND CLASS					Miles Salt Lake City	Time-Table No. 27	
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger	260 Time Freight	256 Time Freight		April 14, 1957	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
DOPT WYZ								35.3	DN-R NORTH YARD YL C	Freight Line
I								36.0	0.7 D. & R. G. W. CROSSING YL	
AIP								781.3	1.6 WEST. PAC. CROSSING YL	
P								779.2	2.1 BUENA VISTA	
P			A 5.05AM	A 5.35AM	A 8.05AM	A 6.00PM	A 4.30AM	30.3	DN-R SALT LAKE CITY YL SA	Passenger Line
P								37.0	1.3 EIGHTH SO. ST. YL	
AIP								37.8	0.2 D. & R. G. W. CROSSING YL	
AIP								38.0	0.2 D. & R. G. W. CROSSING YL	
122 P			4.50	5.19	7.49	5.40	4.10	779.2	3.1 BUENA VISTA	
125 P								768.3	10.9 D GARFIELD GF	
AIP								767.1	1.2 D. & R. G. W. CROSSING	
122 P								764.4	2.7 LAKE POINT	
122 PW								756.4	8.0 ERDA	
122 PY								748.2	8.2 D WARNER DU	
131 P								742.0	5.6 STOCKTON	
122 P								736.1	6.5 D ST. JOHN SJ	
143 P								723.3	12.8 FAUST	
122 P								717.2	6.1 PEHRSON	
137 P								709.9	7.3 LOFGREEN	
122 P								704.2	5.7 BOULTER	
122 PWYZ								698.6	5.6 D TINTIC U	
123 P								691.9	6.7 McINTYRE	
126 PW								685.3	6.6 JERICHO	
139 P								675.0	10.3 CHAMPLIN	
118 PWY			2.52	3.38	6.08	s 3.33	f 1.30	605.9	9.1 LYNNDYL	
122 P								658.2	7.7 STRONG	
124 PWY			s 2.35			s 3.15	s 1.10AM	649.4	8.8 DN DELTA AK	
122 P								639.9	9.5 VAN	
122 P								631.0	8.9 CLEAR LAKE	
123 P								625.9	5.1 NEELS	
122 P								617.5	8.4 BLOOM	
124 P								609.6	7.9 CRUZ	
123 PW								599.4	10.2 BLACK ROCK	
122 P								589.7	9.7 READ	
122 P								585.1	4.6 MURDOCK	
DPTWYZ			1.30AM	2.28AM	4.58AM	2.05PM	11.50PM	576.8	8.3 DN-R MILFORD YL FD	
									(207.2)	
			(3.35) 57.8	(3.07) 65.4	(3.07) 66.4	(3.55) 62.9	(4.40) 44.4	(8.40) 23.9	(6.00) 34.5	
									Thru Time	
									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					Distance from Salt Lake City	Time-Table No. 27	
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Passenger	107 Streamliner Passenger	309 Passenger	9 Passenger		April 14, 1957	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>	
DPTWYZ	8.30PM	5.40AM	10.54PM	2.15PM	12.23PM	4.15AM	2.05AM	207.9	DN-R MILFORD YL FD	
123 P								212.3	5.1 UPTON	
122 P				2.33				222.4	10.1 THERMO	
122 P								229.2	6.8 NADA	
122 P								233.5	4.3 LATIMER	
122 PY			11.21PM	s 3.00	12.49	A 5.00AM	s 2.40	242.6	DN LUND UN	
122 P				3.13				252.5	9.9 ZANE	
122 FW				f 3.20				257.3	4.8 BERYL	
122 P								268.2	10.9 HEIST	
122 PY				f 3.42			s 3.10	274.2	D MODENA NA	
122 P								282.8	8.6 UVADA	
127 PY				4.08				290.3	7.5 CRESTLINE	
122 P								294.7	4.4 BROWN	
122 FW				4.24				299.4	4.7 ACOMA	
133 P				4.40				308.7	9.3 ISLEN	
44 P								311.7	3.0 LITTLE SPRINGS	
83 P								315.6	3.9 MINTO	
122 P				5.01				319.7	4.1 ECCLES	
ws 119 DPWY			12.55AM	s 5.15	2.24		s 4.35	324.5	DN CALIENTE YL CS	
122 P				5.24				329.5	5.0 ETNA	
122 P								334.1	4.6 STINE	
122 P								339.1	5.0 BOYD	
122 FW				5.54				345.6	6.5 ELGIN	
145 P								349.5	3.9 KYLE	
122 P				6.12				354.9	5.4 LEITH	
102 FW				6.26				364.9	10.0 CARP	
122 P								370.5	5.6 VIGO	
69 P				6.46				375.5	5.0 GALT	
122 P				6.55				381.1	5.6 HOYA	
136 P				7.03				386.1	5.0 ROX	
122 P								390.6	4.5 FARRIER	
122 PY				f 7.20			6.25	400.9	D MOAPA MA	
122 P								410.5	9.6 UTE	
122 FW				7.45				421.0	10.5 DRY LAKE	
74 P				7.53				426.5	5.5 GARNET	
122 P								432.0	5.5 APEX	
122 P								437.0	5.0 DIKE	
122 P								443.3	8.3 WANN	
DPTWYZ	A 3.30AM	A 2.30PM	A 3.30AM	A 8.35PM	A 4.55PM		A 7.20AM	449.8	DN-RLAS VEGAS YL VG	

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.6 (8.50) 23.4 (4.38) 52.7 (6.20) 38.3 (4.32) 53.5 (0.45) 47.2 (5.15) 46.2 ..... Thru Time 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.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 27	
	256 Time Freight	260 Time Freight	104 Streamliner Passenger	6 Passenger	10 Passenger	108 Streamliner Passenger	310 Passenger		April 14, 1957	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>	
DPTWYZ	6.30AM	3.45PM	12.20AM	8.20AM	8.15PM	9.50PM		334.2	DN-RLAS VEGAS YL VG	
123 P								571.7	5.1 UPTON	
122 P				1.44	1.10	2.18	11.05	581.6	10.1 THERMO	
122 P				1.35				584.8	6.8 NADA	
122 P								585.5	4.3 LATIMER	
122 PY			DN LUND UN	4.25	s 1.15	s 12.45AM	1.55	541.4	DN LUND UN	
122 P					12.59			531.5	9.9 ZANE	
122 FW					f 12.53			526.7	4.8 BERYL	
122 P								515.8	10.9 HEIST	
122 PY			D MODENA NA		f 12.38			509.8	D MODENA NA	
122 P					12.28			501.2	8.6 UVADA	
127 PY					12.15			493.7	7.5 CRESTLINE	
122 P								489.3	4.4 BROWN	
122 FW					12.01PM			484.6	4.7 ACOMA	
133 P					f 11.47AM			475.3	9.3 ISLEN	
44 P								472.3	3.0 LITTLE SPRINGS	
83 P								468.4	3.9 MINTO	
122 P					11.25			464.3	4.1 ECCLES	
ws 119 DPWY			DN CALIENTE YL CS	4.25	s 11.15	s 11.00PM	12.19AM	459.5	DN CALIENTE YL CS	
122 P					10.58			454.5	5.0 ETNA	
122 P								449.9	4.6 STINE	
122 P								444.9	5.0 BOYD	
122 PW					f 10.29			438.4	6.5 ELGIN	
145 P								434.5	3.9 KYLE	
122 P					10.13			429.1	5.4 LEITH	
102 FW					f 10.00			419.1	10.0 CARP	
122 P								413.5	5.6 VIGO	
69 P					9.42			408.5	5.0 GALT	
122 P					9.33			402.9	5.6 HOYA	
136 P					f 9.27			397.9	5.0 ROX	
122 P								393.4	4.5 FARRIER	
122 PY			D MOAPA MA		s 9.11	9.02		383.1	D MOAPA MA	
122 P								373.5	9.6 UTE	
122 FW					f 8.50			363.0	10.5 DRY LAKE	
74 P					8.44			357.5	5.5 GARNET	
122 P								352.0	5.5 APEX	
122 P								347.0	5.0 DIKE	
122 P								338.7	8.3 WANN	

CENTRALIZED TRAFFIC CONTROL

(4.35) 52.9 (5.35) 43.4 (5.05) 47.7 (4.35) 52.9 (0.55) 38.8 (7.00) 34.8 (10.00) 24.2 ..... Thru Time 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		Miles from Salt Lake City	Time-Table No. 27 April 14, 1957	Miles Post	SECOND CLASS	
	307 Mixed	305 Mixed				308 Mixed	306 Mixed
	Daily Except Sunday	Daily Except Sunday					
				<b>STATIONS</b>			
DPPT WYZ		2.00AM	0.0	DN R SALT LAKE CITY YL C SA	36.3		A 12.15AM
			1.3	1.3 EIGHTH SOUTH ST. YL	37.6		12.05AM
IP			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		2.20	4.7	1.3 HUSLERS YL	41.0		11.50PM
47 P		f 2.30	7.3	2.6 MURRAY YL FN D	43.6		f 11.40
60 P		2.35	7.9	0.6 PALLAS YL	44.2		11.35
AI			11.4	3.5 D. & R. G. W. GAUNTLET	47.7		
102 P		f 2.45	12.6	1.2 SANDY	48.9		f 11.20
43 P		s 3.05	17.1	4.5 DRAPER A D	782.9		s 11.10
WS 73 ES 70 P		f 3.25	24.5	7.4 MOUNT	775.5		f 10.50
73 PY		f 3.45	29.0	4.5 CUTLER	771.0		f 10.30
31 P		f 4.05	30.5	1.5 LEHI HI D	769.5		f 10.20
45 P		f 4.15	33.5	3.0 AMERICAN FORK AF D	766.5		f 10.00AM
73 P		f 4.35	36.5	3.0 PLEASANT GROVE GO D	763.5		f 9.40PM
			38.7	2.2 PIPEMILL YL	761.3		
100 P		f 4.45	42.0	3.3 GENEVA YL G D	758.0		f 9.20
AI			42.7	0.7 D. & R. G. W. CROSSING	757.3		
DPPT WYZ	11.00AM	A 5.15AM	47.3	4.6 DN.R PROVO YL UR VO	752.7	A 6.20PM	9.00PM
P	f 11.10		52.0	4.7 SPRINGVILLE	748.0	f 6.09	
29 P	s 11.25		55.6	3.6 SPANISH FORK SF D	744.4	f 6.03	
116 PW	s 11.45AM		63.2	7.6 PAYSON CN D	736.8	f 5.52	
125 P	f 12.25PM		78.0	14.8 STARR	722.0	f 5.27	
132 PY	s 1.05		80.9	11.2 NEPHI NI D	710.8	s 5.10	
75 P	f 1.35		103.7	14.5 JUAB	696.3	f 4.45	
125 P	f 2.15		118.9	15.2 PARLEY	681.1	f 4.15	
60 P	f 2.45		130.1	11.2 MACK	669.9	f 3.51	
PWY	A 3.00PM		134.1	4.0 LYNNDYL YL	665.9	3.45PM	
				(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. 27 April 14, 1957	Miles Post	SECOND CLASS
	303 Mixed				304 Mixed
	Daily Except Sunday				
			<b>STATIONS</b>		
DPWYZ	6.10AM	0.0	DN.R CACHE JCT. YL CJ	0.0	A 3.00PM
10		4.8	4.8 PETERSBORO (Spur)	4.8	
	f 6.35	8.6	3.8 MENDON	8.6	f 2.15
19	f 6.55	13.8	5.2 D WELLSVILLE	13.8	f 1.55
25		14.5	0.7 HILLS	14.5	
22	f 7.10	17.6	3.1 HYRUM	17.6	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
38	f 8.25	37.4	5.9 D RICHMOND YL	37.4	f 12.01PM
		41.5	4.1 D LEWISTON (Spur)	41.5	
	f 9.05	43.8	2.3 FRANKLIN	43.8	f 11.20AM
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	Distance from Brigham City	Time-Table No. 27 April 14, 1957	Mile Post	SECOND CLASS
	311 Mixed				312 Mixed
	Daily Except Sunday				
WS 114 CS 97 PY	7.30AM	0.0	DN-R BRIGHAM CITY YL BM	0.0	A 1.30PM
51	f 7.45	5.8	5.8 CORINNE	5.8	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) 18.7		..... Thru Time .....	(3.00) 17.1	..... Average speed per hour .....

One Yard Limit between M.P. 16.89 east of Tremontion 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. 27 April 14, 1957	Mile Post	Time-Table No. 27 April 14, 1957	Mile Post	Time-Table No. 27 April 14, 1957
	STATIONS				
WS 56 CS 116	D CLEARFIELD YL CF 0.0	0.0	19 Y D GARLAND YL 0.0	0.0	46 D TREMONTON YL 0.0
	0.3 D. & R. G. W. CROSSING YL 0.3	0.3	3.4 HAWS YL 3.4	3.4	22 SUNSET YL 5.1
45	1.8 BARNES YL (Spur) 2.1	2.1	5.8 BRADFORD YL 9.2	9.2	0.5 END OF TRACK YL 5.6
	0.3 END OF TRACK YL 2.4	2.4	0.7 END OF TRACK YL 9.9	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.
* 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	Time-Table No. 27 April 14, 1957	Mile Post	FIRST CLASS	SECOND CLASS	Time-Table No. 27 April 14, 1957	Mile Post
	417 Local Freight	309 Passenger			310 Passenger	418 Local Freight		
	Daily Except Sunday	Daily						
122 188 PY	7.00AM	5.10AM	DN-R LUND YL UN 0.0	0.0	A 10.10PM	A 11.45AM	120 WYZ DN-R IRON SPRINGS YL GS 0.0	0.0
120	7.20	5.30	8.4 AVON 9.4	9.4	9.50	11.27	4.5 DESERT MOUND 4.5	4.5
120 WYZ	7.45	5.50	10.9 DN-R IRON SPRINGS YL GS 20.3	20.3	9.30	11.05	6.4 COMSTOCK 6.4	10.9
Loop 43	A 8.20AM	A 6.30AM	12.2 DN-R CEDAR CITY YL CD 32.5	32.5	9.00PM	10.30AM	4.0 D IRON MOUNTAIN YL MN 14.9	14.9
			(32.5)		Daily	Daily Except Sunday	(14.9)	
	(1.20) 24.3	(1.20) 24.3	..... Thru Time .....		(1.10) 27.8	(1.15) 26.0	..... Average speed per hour .....	

WESTWARD MEAD LAKE BRANCH EASTWARD

WESTWARD		MEAD LAKE BRANCH		EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 27 April 14, 1957	Mile Post	Time-Table No. 27 April 14, 1957	Mile Post	Time-Table No. 27 April 14, 1957
	STATIONS				
122 PY	D MOAPA MA 0.0	0.0			
13	NARROWS 5.1	5.1			
11	LOGANDALE 4.6	10.2			
11	OVERTON 1.9	14.8			
Y	MEAD LAKE (Spur) 16.7	16.7			
	(16.7)				

WESTWARD POCHE BRANCH EASTWARD Westward FILLMORE BRANCH Eastward

WESTWARD		POICHE BRANCH		EASTWARD		Westward FILLMORE BRANCH Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Time-Table No. 27 April 14, 1957	Mile Post	SECOND CLASS	Time-Table No. 27 April 14, 1957	Mile Post	Time-Table No. 27 April 14, 1957
	403 Local Freight			404 Local Freight			
	Monday Wednesday Friday						
WS 123 WS 116 DPWY	7.30AM	DN-R CALIENTE YL CS 0.0	0.0	A 2.45PM	124 PW 186 Y	0.0	DN DELTA YL AK 0.0
26	f 8.20	14.5 PANACA 14.5	14.5	f 1.30	10	21.7	GREENWOOD (Spur) 21.7
Y A	9.45AM	18.2 D POCHE YL RM 32.7	32.7	12.01PM	26 Y	32.2	D FILLMORE YL FI 32.2
		(32.7)		Monday Wednesday Friday			(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 Stock Trains: 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. Backing up light.	40	40	40	Jordan spreaders and other machines of spreader type, when in operation.			15
Gas Turbine, Diesel freight and road switch locomotive.	65	65		Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
1870 class Locomotives: On Main Line.			50	Between Milford and Black Rock.			30
On Provo Subdivision and Branch Lines.			25	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
3700 and 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.			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 Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6.	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	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.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6.	60	50
Between M.P. 43.5 and 44.4.	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	<b>Erda</b>			
<b>Milford.</b> 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
<b>Delta</b> 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	<b>Lake Point</b>			
<b>Lynndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	60	50	A.S.&R. Co. Highline Trackage.			15
<b>Champlin</b> 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	<b>Garfield</b>			
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	50	40	Between M.P. 770.1 and 770.5.	70	60	50
<b>McIntyre</b> Between M.P. 692.8 and 693.4.	70	60	50	<b>Buena Vista</b>			
<b>Tintic</b> Between M.P. 699.6 and 699.9.	70	60	50	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 702.1 and 703.8.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
<b>Boulter</b> Between M.P. 705.8 and 715.9.	55	45	35	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
<b>Pehrson</b> Between M.P. 719.6 and 721.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
<b>St. John</b> Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
<b>Warner</b> Between M.P. 754.2 and 755.6.	60	50	40	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
				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.			
				<b>Salt Lake City</b>			

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

Maximum speed.	79	79	50	<b>Ute</b>			
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
<b>Las Vegas</b> Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	40	30	<b>Farrier</b>			
<b>Apex</b> Between M.P. 356.1 and 356.8.	50	40	30	Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
<b>Garnet</b> Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 397.5 and 398.6.	45	35	25
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	<b>Hoya</b>			
<b>Dry Lake</b> Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 369.1 and 369.4.	70	60	50	<b>Carp</b>			
				Between M.P. 425.4 and 426.2.	55	45	35
				Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				<b>Leith</b>			
				Between M.P. 430.0 and 455.2.	35	35	25
				<b>Etna</b>			
				Between M.P. 458.4 and 458.8.	45	35	25
				<b>Caliente</b>			
				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.
<b>Caliente</b> Between M.P. 460.0 and 460.3* (See Note).	45	35	25	<b>Brown</b> Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	<b>Crestline</b> 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
<b>Eccles</b> 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
<b>Minto</b> Between M.P. 468.1 and 468.3* (See Note).	55	45	35	<b>Uvada</b> Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	<b>Milford</b> 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				
<b>Acoma</b> 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	<b>Lehi</b> Sugar Factory Trackage west of stockyards.			5
<b>Lynndyl</b> Between M.P. 665.7 and 666.0.	15	15	15	<b>Cutler</b> Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	<b>Draper</b> Between M.P. 780.8 and 782.7.	40	30	25
<b>Mack</b> Between M.P. 674.8 and 686.2.	30	30	25	<b>Sandy</b> Between M.P. 49.0* and 46.2 (See Note).	40	40	30
<b>Mills</b> Between M.P. 691.8 and 694.4.	40	30	25	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
<b>Nephi</b> (See Note). City Limits, between M.P. 710.0 and 711.8**.	20	20	20	<b>Atwood</b> Midvale Smelter Trackage.			12
<b>Santaquin</b> Between M.P. 732.6 and 733.5.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
<b>Provo</b> Between M.P. 751.8 and 758.5.	20	20	20	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
<b>Geneva</b> Over Road Crossings in Steel Plant.			15	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
<b>Pleasant Grove</b> 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
<b>Wasatch Oil Spur.</b>			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.			
<b>American Fork</b> City Limits, between M.P. 765.6 and 767.5.	20	20	20	<b>Salt Lake City</b>			

\*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
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	Caselton Spur.		10
Eureka and Silver City Branches. Eureka, within city limits.		12	Mead Lake Branch. Maximum Speed.		25
Mammoth Branch.		6	Between M.P. 1.6 and 2.3.		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	Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	Switchmen's Register & Locker Room, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	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
<b>First Subdivision</b>											
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	East	Level	East
Thorensen	68.5	21		West	East	Mill Spur	44.4	15	West		
Anderson	63.7	15		Both	East						
Utida	62.4	3		East	Level	Malad Branch					
Morton	58.2	16		Both	East	Chase	3.9	28	West	East	Level
Cottle	55.7	22		Both	East	Roche Beet Spur	5.6	3 Miles	East	Level	Level
Collinston (2)	40.1	32	P	Both	East	Roche		30	East	Level	Level
Madsen	32.5	21		Both	East	Washakie	34.4	8	East	Level	Level
Bushnell	19.3	Spur 1.4 Mi.		East	East	Woodruff	40.5	8	East	Level	Level
Perry (1)	17.2	Old Siding 52 P		Both	Level						
		Team Track 25		Both	Level	Eureka Branch					
Harrisville	4.7	32	P	Both	Level	Eureka	3.6	Yard	East	East	
Browning	2.7	29		Both	West						
Lodgie	2.3	Spur 0.5 Mi.	X	East	West						
Layton Sugar Factory Spur	13.8	50	X	East	East	Silver City Branch					
Pioneer	29.7	60		Both	East	Silver City	1.5	12	East	East	
Becks	32.9	Old Siding 88 P		Both	East						
		Advance Track 68		Both	East	Mammoth Branch					
						Mammoth	1.6	10	Both	East	East
<b>Second Subdivision</b>						Mammoth Mine	3.6	Yard	East	East	
Industrial Center Spur	779.9	64	P	West	East						
Bauer	744.8	33	P	Both	East	Cedar City Branch					
Clover	732.8	Govt. Yard	P	East	East	Kaiser	22.5	48	Both	East	East
Oasis (3)	644.4	33	P	Both	West	Stock Yards	29.9	StockTrack28 P Stock Spur 0.5 Mi.	West	East	East
Borden	620.9	4	P	West	East						
Pumice	604.8	16	P	Both	East						
<b>Third Subdivision</b>											
Barclay	478.7	18	P	East	West	Pioche Branch					
Hoya Pit	401.5	70	P	Both	West	Peck	6.0	2	West	East	
Arrolime	353.8	31	P	Both	East						
Lovell	344.6	Spur 11	P	West	West	Prince Branch					
		Gov't Ordnance				Mendha	4.2	3	East	East	East
		Spur 4.0 Mi.				Caselton	6.5	Yard	East	West	West
Valley	342.4	Old Siding 38 P		Both	West	Prince	8.6	4	Both	West	West
		Industry 14		Both	West						
		Nellis Air Base		West	East	Mead Lake Branch					
		Spur 2.7 Mi.				Standard Oil Co.	3.1	6	East	East	East
						Arrowhead	3.3	20	West	West	East
<b>Provo Subdivision</b>						Seven Arrow					
Officer	38.9	83	P	Both	East	Gypsum	9.3	7	East	West	West
Burton	39.5	21		Both	East	Amber	9.5	5	East	West	West
Walton	41.1	16		West	East	Virgin	12.8	6	Both	West	West
Bentz	42.2	9		West	West	Glassand	13.7	20	West	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		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
Wheelon .....	44.6	2	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
<b>Second Subdivision</b>					<b>Pravo 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;
- N —night operator;
- DN—day and night operator;
- R—train register;
- YI.—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.