

**UNION PACIFIC RAILROAD COMPANY**

**South-Central District**



**UTAH DIVISION  
TIME-TABLE  
No. 28**

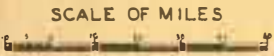
**Effective Sunday,  
September 15, 1957  
at 12:01 A.M. MOUNTAIN TIME**

*Safety Always  
Makes a Suggestion*

**FOR EMPLOYEES ONLY**

SOUTH CENTRAL DISTRICT

UTAH DIVISION  
CORRECTED TO MAY 1, 1957



**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  
 M. E. 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  
 B. F. HYDE, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah  
 T. P. ROGERS, 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.
V. R. Kelly	Surgeon	Kaysville.
J. B. Demian	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	Magna.
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.
C. S. Feeny	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
Max Stewart	Surgeon	Payson.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. G. Crandall	Physician	Pocatello.
Clark T. Parker	Surgeon	Pocatello.
J. P. Merkle	Surgeon	Pocatello.
T. F. Cottle	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
C. W. Pond	Oculist & Aurist	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
Calvin Buhler	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	Richmond.
L. J. Taufer	District Surgeon	Salt Lake City.
Harry Berman	Oculist & Aurist	Salt Lake City.
L. W. Condie	Surgeon	Salt Lake City.
Alan S. Crandall	Oculist	Salt Lake City.
R. D. Matheson	Surgeon	Salt Lake City.
E. B. Fairbanks	Oculist & Aurist	Salt Lake City.
B. J. Fairbanks	Oculist & Aurist	Salt Lake City.
H. L. Pearse	Surgeon	Salt Lake City.
S. C. Sharp	Surgeon	Salt Lake City.
Rulon E. Smith	Surgeon	Salt Lake City.
F. J. Winget	Surgeon	Salt Lake City.
O. E. Merrell, Jr.	Surgeon	Salt Lake City.
E. C. Budge	Surgeon	Smithfield.
Robert S. Budge	Surgeon	Smithfield.
G. B. Orton	Surgeon	Springville.
T. M. Aldous	Surgeon	Springville.
G. C. Ficklin	Surgeon	Tooele.
		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. 28 September 15, 1957			Mile Post	FIRST CLASS				
9 Passenger	103 Streamliner Passenger	5 Passenger	10 Passenger		104 Streamliner Passenger	6 Passenger	10 Passenger		104 Streamliner Passenger	6 Passenger			
Daily	Daily	Daily		0.0	MT	OGDEN	MT						
9.15	6.55	7.30		36.3		SALT LAKE CITY		0.0	A 6.15	A 9.00	A 7.40		
10.25	7.50	8.30		154.4		LYNN DYL		36.3	5.25	8.15	6.45		
12.25	9.39	12.11		243.5		MILFORD		784.0	5.05	8.05	6.00		
2.05	10.54	2.15		278.9		LUND		665.9	2.52	6.08	3.23		
2.40	11.21	3.00		360.8		CALIENTE		576.8	1.30	4.58	1.55		
4.35	12.55	5.15		486.1	MT	LAS VEGAS	MT	541.4	12.45	4.25	1.10		
7.20	3.30	8.35		657.1	PT	YERMO	PT	459.5	11.00	2.49	11.10		
6.35	2.40	8.05		670.5		BARSTOW		334.2	7.00	12.20	8.20		
9.40	5.35	12.10		751.3		SAN BERNARDINO		163.2	3.50	8.20	3.05		
10.03	5.53	12.40		754.8		COLTON		150.1	3.30	8.01	2.35		
12.05	7.50	2.55		761.8		RIVERSIDE		67.3	1.30	6.08	12.35		
12.15	7.59	3.05		781.5		POMONA		64.5	1.17	5.55	12.15		
12.30	8.10	3.25		787.3		FAST LOS ANGELES		57.5	1.05	5.43	11.59		
1.05	8.38	4.20		813.6		LOS ANGELES		37.8	12.35	5.15	11.20		
1.40	9.10	5.00		821.0	PT	LOS ANGELES	PT	32.0	12.05	4.50	10.50		
A 2.00	A 9.30	A 5.30				(821.0)		5.7	11.45	4.30	10.30		
(17.45)	(15.35)	(23.00)				Thru Time		0.0	Daily	Daily	Daily		
46.2	52.7	35.6				Average speed per hour		46.9	46.9	53.0	40.7		

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS				Distance from Salt Lake City	Time-Table No. 28 September 15, 1957			Mile Post	FIRST CLASS			
35 Passenger	33 Passenger		36 Passenger		34 Passenger		36 Passenger		34 Passenger			
Daily	Daily			0.0		SALT LAKE CITY		0.0	A 8.20	A 8.45		
6.45				36.3		OGDEN		36.3	7.30	6.30		
7.40	6.40			57.4		BRIGHAM CITY		21.1	6.00	8.15		
8.50				85.1		CACHE JCT.		48.8	5.15	7.35		
9.20	7.12			147.5		McCAMMON		111.2	4.05	6.15		
10.05	7.52			170.2		POCATELLO		213.0	3.30	5.45		
A 11.50	A 9.55					(170.2)			Daily	Daily		
(5.06)	(3.15)					Thru Time			(4.50)	(3.00)		
35.0	41.2					Average speed per hour			35.2	44.0		

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

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car Capacity of seatings, etc. See Rule 6(A) Page 22.	Time-Table No. 28 September 15, 1957				
	254	277	279	251	311
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Mixed 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 P	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	
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 8.45	7.25 8.15	6.00AM
122 P		11.25	8.59 <sup>36</sup>	8.25	6.20 <sup>36</sup>
120 P		11.37	9.09	8.37	f 6.31
120 P		11.45	9.16	8.45	f 6.39
ws 114 PY ES 67		11.55PM	9.27	8.55	A 6.55AM
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	
123 125 IPWY		A 3.45AM	A 11.35PM	A 12.10PM	

Time-Table No. 28  
September 15, 1957

**STATIONS**

DN-R SALT LAKE CITY YL SA  
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  
KAYSVILLE  
2.2  
D LAYTON NY  
4.7  
D CLEARFIELD CF  
3.7  
ROY  
5.1  
BRIDGE JCT. YL  
1.0  
DN-R OGDEN YL  
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  
9.3  
D HONEYVILLE HX  
5.5  
DEWEY  
8.7  
WHEELON  
4.2  
DN CACHE JCT. YL CJ  
8.1  
TRENTON  
3.7  
CORNISH  
4.5  
WESTON  
5.9  
D 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 YL-MC

Double Track

BLOCK SIGNALS

(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
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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. 28 September 15, 1957			
	35 Passenger Daily	104 Streamliner Passenger Daily	33 Passenger Daily	10 Passenger Daily
	0.0	6.45PM	8.15AM	
2.6				
5.2	6.56	8.23		5.35
5.3				
8.2	6.59	8.26		5.38
15.0	7.05			5.44
19.6	7.10	8.35		5.48
21.8	7.12			5.50
26.5	7.16			5.55
30.2	7.20	8.44		5.58
35.3	7.26	8.48		6.03
36.3	7.40	A 9.00AM	6.40AM	A 6.15AM
37.0	8.50			
37.9	8.59 <sup>279</sup>		6.49	
45.1	9.06		6.56	
50.3	9.11		7.01	
57.4	s 9.20		s 7.12	
66.7	9.31		7.22	
72.2	9.36		f 7.27	
80.9	9.46		7.37	
85.1	s 10.05		s 7.52	
93.2	10.15		s 8.02	
96.9	10.18		f 8.07	
101.4	10.23		s 8.16	
107.3	f 10.32		s 8.25	
111.5	10.36		8.29	
114.6	10.39		s 8.32	
117.6			8.35	
121.0	10.45		s 8.40	
131.3	f 10.59		s 8.55	
136.3	11.06		s 9.02	
141.0	11.11		s 9.09	
147.5	A 11.20PM		A 9.25AM	

(4.35) 32.2	(0.45) 48.4	(2.45) 42.6	(0.50) 43.6	..... Thru Time ..... Average speed per hour
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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. 28 September 15, 1957	Mile Post	FIRST CLASS								
		36 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger					
<b>STATIONS</b>										
DN-R SALT LAKE CITY YLSA <sup>D8</sup>	36.3	A 8.20AM	A 7.40PM		A 10.05PM					
DN-R NORTH YARD YLC <sup>2.6</sup>	33.7									
NORTH SALT LAKE <sup>0.1</sup>	31.1	8.05	7.30		9.52					
BAMBERGER R. R. CROSS. <sup>2.9</sup>	31.0									
D WOODS CROSS WC <sup>6.8</sup>	28.1	8.02	7.27		9.49					
FARMINGTON <sup>4.6</sup>	21.3	7.56			9.43					
KAYSVILLE <sup>2.2</sup>	16.7	7.52			9.39					
D LAYTON NY <sup>4.7</sup>	14.5	7.50	7.15		9.37					
D CLEARFIELD CF <sup>3.7</sup>	9.8	7.46			9.32					
ROY <sup>5.1</sup>	6.1	7.42	7.07		9.27					
BRIDGE JCT. YL <sup>1.0</sup>	1.0	7.35	7.00		9.20					
DN-R OGDEN YL <sup>OG YD RD</sup>	0.0	7.30 6.30	6.55PM A 8.45PM		9.15PM					
D. & R. G. W. CROSSING YL <sup>0.7</sup>	0.7									
S. P. JCT. YL <sup>0.9</sup>	1.6	6.20 <sup>311</sup>			8.35					
HOT SPRINGS <sup>7.2</sup>	8.8	6.13			8.28					
WILLARD <sup>5.9</sup>	14.0	6.08			8.23					
DN BRIGHAM CITY YLBM <sup>7.1</sup>	21.1	s 6.00			s 8.15					
D HONEYVILLE HX <sup>9.3</sup>	30.4	5.44			8.03					
DEWEY <sup>5.5</sup>	35.9	5.39			7.58					
WHEELON <sup>8.7</sup>	44.6	5.29			7.49					
DN CACHE JCT. YL CJ <sup>4.2</sup>	48.8	s 5.15			s 7.35					
TRENTON <sup>8.1</sup>	56.9	5.02			s 7.21					
CORNISH <sup>3.7</sup>	60.6	f 4.59			s 7.16					
WESTON <sup>4.5</sup>	65.1	4.55			s 7.10					
D DAYTON CN <sup>5.9</sup>	71.0	f 4.49			s 7.02					
CLIFTON <sup>4.2</sup>	75.2	4.45			6.57					
COULAM <sup>3.1</sup>	78.3	4.42			6.54					
OXFORD <sup>3.0</sup>	81.3	4.39			6.51					
SWAN LAKE <sup>3.4</sup>	84.7	4.36			6.48					
DN DOWNEY DO <sup>10.3</sup>	95.0	s 4.25			s 6.37					
VIRGINIA <sup>5.0</sup>	100.0	4.18			6.30					
D ARIMO A <sup>4.7</sup>	104.7	4.13			s 6.25					
DN-R McCAMMON YLMC <sup>8.5</sup>	111.8	f 4.05AM			s 6.15PM					
(147.5)		Daily	Daily	Daily	Daily					

Thru Time ..... (4.15) (0.45) (2.30) (0.50)  
 Average speed per hour ..... 34.7 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. 28 September 15, 1957	SECOND CLASS									
	280 Time Freight	299 Stock Special	312 Mixed	278 Stock Special	270 Time Freight					
<b>STATIONS</b>										
DN-R SALT LAKE CITY YLSA <sup>D8</sup>										P
DN-R NORTH YARD YLC <sup>2.6</sup>	A 5.30AM	A 11.50AM		A 7.15PM	A 10.30PM					DOPT WYZ
NORTH SALT LAKE <sup>0.1</sup>	5.15	11.44		6.58	10.20					PX
BAMBERGER R. R. CROSS. <sup>2.9</sup>										IX
D WOODS CROSS WC <sup>6.8</sup>	5 08	11.40		6.51	10.13					PX
FARMINGTON <sup>4.6</sup>	4.59	11.33		6.40	10.03					WS 72 PX
KAYSVILLE <sup>2.2</sup>	4.52	11.28		6.33	9.56					CS 133 P
D LAYTON NY <sup>4.7</sup>	4.48	11.25		6.30	9.53					WS 56 ES 115 PX
D CLEARFIELD CF <sup>3.7</sup>	4.42	11.20		6.23	9.45					ES 41 PX
ROY <sup>5.1</sup>	4.35	11.16		6.15	9.35					P
BRIDGE JCT. YL <sup>1.0</sup>	4.25	11.10		6.06	9.25					CDFOPT WYZ
DN-R OGDEN YL <sup>OG YD RD</sup>	4.20 3.50	11.01AM	A 2.15PM	6.00 5.20	9.20 8.40					
D. & R. G. W. CROSSING YL <sup>0.7</sup>										
S. P. JCT. YL <sup>0.9</sup>	3.40		2.01	5.07	8.25					122 P
HOT SPRINGS <sup>7.2</sup>	3.27		1.50	4.53	8.16					120 P
WILLARD <sup>5.2</sup>	3.20		1.42	4.45	8.10					120 P
DN BRIGHAM CITY YLBM <sup>7.1</sup>	3.10		1.30PM	4.35	8.01					WS 114 ES 67 PY
D HONEYVILLE HX <sup>9.3</sup>	2.55			4.18	7.47					120 P
DEWEY <sup>5.5</sup>	2.47			4.10	7.41					122 P
WHEELON <sup>8.7</sup>	2.35			3.55	7.28					121 P
DN CACHE JCT. YL CJ <sup>4.2</sup>	2.15			3.35	7.14					WS 106 ES 70 WYZ
TRENTON <sup>8.1</sup>	1.57 <sup>277</sup>			3.22	7.01					123 P
CORNISH <sup>3.7</sup>										P
WESTON <sup>4.5</sup>	1.47			3.11	6.51					121 P
D DAYTON CN <sup>5.9</sup>	1.38			3.01	6.42					121 P
CLIFTON <sup>4.2</sup>										P
COULAM <sup>3.1</sup>	1.28			2.50	6.33					121 P
OXFORD <sup>3.0</sup>										P
SWAN LAKE <sup>3.4</sup>	1.18			2.40	6.23					121 P
DN DOWNEY DO <sup>10.3</sup>	1.05			2.25	6.11					121 P
VIRGINIA <sup>5.0</sup>										P
D ARIMO A <sup>4.7</sup>	12.52			2.12	5.59					122 P
DN-R McCAMMON YLMC <sup>8.5</sup>	12.40AM			2.00PM	5.50PM					123 126 IPWY
(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily					

Thru Time ..... (4.50) (0.49) (0.45) (5.15) (4.40)  
 Average speed per hour ..... 30.5 44.4 28.1 28.1 31.6

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

WESTWARD		SECOND SUBDIVISION					Distance from Salt Lake City	Time-Table No. 28 September 15, 1957	
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS			STATIONS		Line	
	259 Time Freight	299 Stock Special	9 Passenger	103 Streamliner Passenger	5 Passenger				
	Daily	Daily	Daily	Daily	Daily				
DOPT WYZ	9.00PM	3.00PM				0.0	DN-R NORTH YARDLC	Freight Line	
I						0.7	0.7		
AIP						2.3	D. & R. G. W. CROSSING YL		
122 P						4.4	1.6 WEST. PAC. CROSSING YL		
							2.1 BUENA VISTA		
P			10.25PM	7.50PM	9.30AM	0.0	DN-R SALT LAKE CITY YL	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	16.7	10.9 D GARFIELD GF		
AIP						18.8	1.2 D. & R. G. W. CROSSING		
122 P						19.6	2.7 LAKE POINT		
122 FW						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						60.7	12.8 FAUST		
122 P						66.8	6.1 PEHRSON		
137 P						74.1	7.3 LOFGREEN		
122 P						70.8	5.7 BOULTER		
122 FWYZ					f 11.31AM	85.4	5.6 D TINTIC U		
123 P						92.1	6.7 MCINTYRE		
126 FW						98.7	6.6 JERICHO		
139 P						109.0	10.3 CHAMPLIN		
118 PWY			12.25AM	9.39	s 12.11PM	118.1	9.1 LYNN DYL		
122 P						125.8	7.7 STRONG		
124 PWY			s 12.45		s 12.35	134.6	8.8 DN DELTA AK		
122 P						144.1	9.5 VAN		
122 P						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 FW					f 1.32	184.6	10.2 BLACK ROCK		
122 P						194.3	9.7 READ		
122 P						198.9	4.6 MURDOCK		
DPTWYZ	A 5.00AM	A 8.15PM	A 1.55AM	A 10.51PM	A 2.05PM	207.2	8.3 DN-R MILFORD YL FD		
						(207.2)			
	(8.00) 25.9	(5.15) 39.4	(3.30) 59.2	(3.01) 68.6	(4.35) 45.2		..... 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 22.	Time-Table No. 28 September 15, 1957	Mile Post	FIRST CLASS			SECOND CLASS		
			10 Passenger	104 Streamliner Passenger	6 Passenger	260 Time Freight	256 Time Freight	
DOPT WYZ	DN-R NORTH YARDLC	35.3					A 11.30AM A 8.30PM	
I	0.7 D. & R. G. W. CROSSING YL	36.0						
AIP	1.6 WEST. PAC. CROSSING YL	781.3						
122 P	2.1 BUENA VISTA	779.2						
P	DN-R SALT LAKE CITY YL	36.3	A 5.05AM	A 8.05AM	A 6.00PM			
P	1.3 EIGHTH SO. ST. YL	37.6						
AIP	0.2 D. & R. G. W. CROSSING YL	37.8						
AIP	0.2 D. & R. G. W. CROSSING YL	38.0						
122 P	3.1 BUENA VISTA	779.2	4.45	7.47	5.35			
125 P	10.9 D GARFIELD GF	768.3			f 5.20			
AIP	1.2 D. & R. G. W. CROSSING	767.1						
122 P	2.7 LAKE POINT	764.4						
122 PW	8.0 ERDA	766.4						
122 PY	8.2 D WARNER DU	748.2			s 4.55			
131 P	5.6 STOCKTON	742.6			f 4.48			
122 P	6.5 D ST. JOHN SJ	736.1			f 4.41			
143 P	12.8 FAUST	723.3						
122 P	6.1 PEHRSON	717.2						
137 P	7.3 LOFGREEN	709.9						
122 P	5.7 BOULTER	704.2						
122 FWYZ	5.6 D TINTIC U	698.6			f 4.02			
123 P	6.7 MCINTYRE	691.9						
126 PW	6.6 JERICHO	685.3						
139 P	10.3 CHAMPLIN	675.0						
118 PWY	9.1 LYNN DYL	665.9	2.52	6.08	s 3.23			
122 P	7.7 STRONG	658.2						
124 PWY	8.8 DN DELTA AK	649.4	s 2.35		s 3.05			
122 P	9.5 VAN	659.9						
122 P	8.9 CLEAR LAKE	631.0						
123 P	5.1 NEELS	620.9						
122 P	8.4 BLOOM	617.5						
124 P	7.9 CRUZ	609.6						
123 FW	10.2 BLACK ROCK	599.4			f 2.17			
122 P	9.7 READ	589.7						
122 P	4.6 MURDOCK	585.1						
DPTWYZ	DN-R MILFORD YL FD	576.8	1.30AM	4.58AM	1.55PM	2.50AM	2.30PM	
		(207.2)	Daily	Daily	Daily	Daily	Daily	
	Thru Time		(3.35) 57.8	(3.07) 66.4	(4.05) 50.0	(8.40) 23.9	(8.00) 24.5	
	Average speed per hour							

For conditional stops to discharge or pick up revenue passengers.—See Page 14.

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

For setout tracks.—See Page 22.

**WESTWARD**

**THIRD SUBDIVISION**

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS			Mile Post from Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	8.30PM	5.40AM	10.54PM	2.15PM	2.05AM	207.2
123 P						212.3
122 P						222.4
122 P						229.2
122 P						233.5
122 PY			11.21PM	s 3.00	s 2.40	242.6
122 P						252.5
122 PW				f 3.20		257.3
122 P						268.2
122 PY				f 3.42	s 3.10	274.2
122 P						282.8
127 PY						290.3
122 P						294.7
122 PW						299.4
133 P						308.7
44 P						311.7
83 P						315.6
122 P						319.7
ES 119 WS 113 DPWY			12.55AM	s 5.15	s 4.35	324.5
122 P						329.5
122 P						334.1
122 P						339.1
122 PW						345.0
145 P						349.5
122 P						354.0
102 PW						364.9
122 P						370.5
69 P						375.5
122 P						381.1
136 P						386.1
122 P						390.6
122 PY				f 7.20	6.25	400.9
122 P						410.5
122 PW						421.0
74 P						426.5
122 P						432.0
122 P						437.0
122 P						445.3
DPWYZ	A 3.30AM	A 2.30PM	A 3.30AM	A 8.35PM	A 7.20AM	449.8

Time-Table No. 28  
September 15, 1957

**STATIONS**

DN-R MILFORD YL FD

5.1 UPTON  
10.1 THERMO  
6.8 NADA  
4.3 LATIMER  
9.1 LUND UN  
9.9 ZANE  
4.8 BERYL  
10.9 HEIST  
6.0 MODENA NA  
8.6 UVADA  
7.5 CRESTLINE  
4.4 BROWN  
4.7 ACOMA  
9.3 ISLEN  
3.0 LITTLE SPRINGS  
3.9 MINTO  
4.1 ECCLES  
4.8 CALIENTE YL CS  
5.0 ETNA  
4.6 STINE  
5.0 BOYD  
6.5 ELGIN  
3.9 KYLE  
5.4 LEITH  
10.0 CARP  
5.8 VIGO  
5.0 GALT  
5.6 HOYA  
5.0 ROX  
4.5 FARRIER  
10.3 MOAPA MA  
9.6 UTE  
10.5 DRY LAKE  
5.5 GARNET  
5.5 APEX  
5.0 DIKE  
8.3 WANN  
4.5 DN-RLAS VEGAS YL VG

CENTRALIZED TRAFFIC CONTROL

(7.00) 34.6 (8.50) 23.4 (4.36) 52.7 (6.20) 38.3 (5.15) 46.2 ..... Tbru 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.	FIRST CLASS			SECOND CLASS	
	104 Streamliner Passenger	6 Passenger	10 Passenger	256 Time Freight	260 Time Freight
	Daily	Daily	Daily	Daily	Daily
DPTWYZ	4.55AM	A 1.45PM	A 1.20AM	A 1.30PM	A 1.45AM
123 P					
122 P					
122 P					
122 P					
122 PY					
122 PY		4.25	s 1.10	s 12.45AM	
122 P					
122 PW				f 12.48	
122 P					
122 PY				f 12.33PM	
122 P					
127 PY					
122 P					
122 PW					
133 P					
44 P					
83 P					
122 P					
ES 119 WS 113 DPWY					
122 P		2.49	s 11.10AM	s 11.00PM	
122 P					
122 P					
122 P					
122 PW					
145 P					
122 P					
102 PW					
122 P					
69 P					
122 P					
136 P					
122 P					
122 PY				s 9.11	9.02
122 P					
122 PW					
74 P					
122 P					
122 P					
122 P					
DPWYZ	12.20AM	8.20AM	8.15PM	6.30AM	3.45PM

Time-Table No. 28  
September 15, 1957

**STATIONS**

DN-R MILFORD YL FD

5.1 UPTON  
10.1 THERMO  
6.8 NADA  
4.3 LATIMER  
9.1 LUND UN  
9.9 ZANE  
4.8 BERYL  
10.9 HEIST  
6.0 MODENA NA  
8.6 UVADA  
7.5 CRESTLINE  
4.4 BROWN  
4.7 ACOMA  
9.3 ISLEN  
3.0 LITTLE SPRINGS  
3.9 MINTO  
4.1 ECCLES  
4.8 CALIENTE YL CS  
5.0 ETNA  
4.6 STINE  
5.0 BOYD  
6.5 ELGIN  
3.9 KYLE  
5.4 LEITH  
10.0 CARP  
5.8 VIGO  
5.0 GALT  
5.6 HOYA  
5.0 ROX  
4.5 FARRIER  
10.3 MOAPA MA  
9.6 UTE  
10.5 DRY LAKE  
5.5 GARNET  
5.5 APEX  
5.0 DIKE  
8.3 WANN  
4.5 DN-RLAS VEGAS YL VG

CENTRALIZED TRAFFIC CONTROL

Tbru Time ..... (4.35) 52.9 (5.25) 44.8 (5.05) 47.7 (7.00) 34.6 (10.00) 24.2  
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 21.	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 28 September 15, 1957	Mile Post	SECOND CLASS	
	307 Mixed	305 Mixed				308 Mixed	306 Mixed
	Daily Except Sunday	Daily Except Sunday					
			0.0	DN R SALT LAKE CITY YL C SA	30.3		A 12.15AM
		2.00AM	1.3	EIGHTH SOUTH ST. YL	37.0		12.05AM
		2.06	2.1	D. & R. G. W. CROSSING YL	38.4		
IP			3.4	D. & R. G. W. CROSSING YL	39.7		
77 P		2.20	4.7	HUSLERS YL	41.0		11.50PM
47 P		f 2.30	7.3	D MURRAY YL FN	43.6	f	11.40
60 P		2.35	7.9	PALLAS YL	44.2		11.35
AI			11.4	D. & R. G. W. GAUNTLET	47.7		
102 P		f 2.45	12.0	SANDY	48.9	f	11.20
48 P		s 3.05	17.1	D DRAPER A	782.0	s	11.10
WS 73 ES 70 P		f 3.25	24.5	MOUNT	775.5	f	10.50
73 PY		f 3.45	29.0	CUTLER	771.0	f	10.30
31 P		f 4.05	30.5	D LEHI HI	769.5	f	10.20
45 P		f 4.15	33.5	D AMERICAN FORK AF	766.5	f	10.00
73 P		f 4.35	36.5	D PLEASANT GROVE GO	763.5	f	9.40
P			38.7	PIPEMILL YL	761.3		
100 P		f 4.45	42.0	D GENEVA YL G	758.0	f	9.20
AI			42.7	D. & R. G. W. CROSSING	757.3		
CDPT WYZ	11.00AM	A 5.15AM	47.3	DN.R PROVO YL UR VO	752.7	A	6.20PM 9.00PM
P	f 11.10		52.0	SPRINGVILLE	748.0	f	6.09
29 P	s 11.25		55.6	D SPANISH FORK SF	744.4	f	6.03
116 PW	s 11.45AM		63.2	D PAYSON CN	736.8	f	5.52
125 P	f 12.25PM		78.0	STARR	722.0	f	5.27
132 PY	s 1.05		80.2	D NEPHI NI	710.8	s	5.10
75 P	f 1.35		103.7	JUAB	606.3	f	4.45
125 P	f 2.15		118.0	PARLEY	681.1	f	4.15
60 P	f 2.45		130.1	MACK	669.9	f	3.51
PWY	A 3.00PM		134.1	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 21.	SECOND CLASS	Distance from Cache Jct.	Time-Table No. 28 September 15, 1957	Mile Post	SECOND CLASS
	303 Mixed				304 Mixed
	Daily Except Sunday				
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	
35	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	2.0 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
		41.5	4.1 D LEWISTON (Spur)	41.5	
35	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. 28			Mile Post	SECOND CLASS	Mile Post
	311		September 15, 1957				312	
	Mixed						Mixed	
	Daily Except Sunday		<b>STATIONS</b>					
ws 114 ES 07	PY	7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A 1.15PM	
51	f	7.45	5.0		5.6	5.6	f 12.57	
24	f	8.02	13.7		8.1	13.7	f 12.40	
46	s	8.15	17.8	D	TREMONTON YL	17.8	s 12.30	
19	y	8.30	19.8	D	GARLAND YL	19.8	s 12.20	
20	f	8.46	25.0		25.0	25.0	f 12.05PM	
14	f	9.25	36.7		36.7	36.7	f 11.40AM	
30	y	A 10.15AM	51.5	D-R	MALAD YL MV	51.5	11.01AM	
					(51.5)		Daily Except Sunday	
	(2.45)		18.7	..... Thru Time .....		(2.14)	23.1	
				..... 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. 28		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post		
	September 15, 1957				September 15, 1957				September 15, 1957				
	<b>STATIONS</b>				<b>STATIONS</b>				<b>STATIONS</b>				
ws 56 cs 116	PX	D	CLEARFIELD YL CF	0.0	19	y	D	GARLAND YL	0.0	46	D	TREMONTON YL	0.0
			0.3					3.4				5.1	
			D. & R. G. W. CROSSING YL	0.3				HAWS YL	3.4	22		SUNSET YL	5.1
			1.8					5.8				0.5	
45			BARNES YL (Spur)	2.1	9			BRADFORD YL	0.2			END OF TRACK YL	5.6
			0.3					0.7					
3			END OF TRACK YL	2.4	22			END OF TRACK YL	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
36	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	Mile Post	Time-Table No. 28			Mile Post	SECOND CLASS	Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post
	417		September 15, 1957				418			September 15, 1957		
	Local Freight						Local Freight					
	Daily Except Sunday		<b>STATIONS</b>						<b>STATIONS</b>			
122 188	PY	7.00AM	DN-R	LUND YL	UN	0.0	A 11.45AM	120	wyz	D-R	IRON SPRINGS YL GS	0.0
				9.4							4.5	
120		7.20		AVON		9.4	11.27				DESERT MOUND	4.5
				10.9							6.4	
120	wyz	7.45	D-R	IRON SPRINGS YL GS	GS	20.3	11.05		y		COMSTOCK	10.9
				12.2							4.0	
Loop 43		A 8.20AM	DN-R	CEDAR CITY YL	CD	32.5	10.30AM		y	D	IRON MOUNTAIN YL MN	14.9
				(32.5)			Daily Except Sunday				(14.9)	
		(1.20)		..... Thru Time .....		(1.15)						
		24.3		..... Average speed per hour .....		26.0						

WESTWARD			MEAD LAKE BRANCH			EASTWARD					
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post
	September 15, 1957				September 15, 1957				September 15, 1957		
	<b>STATIONS</b>				<b>STATIONS</b>				<b>STATIONS</b>		
122	PY	D	MOAPA	MA	0.0						
			5.1								
13			NARROWS		5.1						
			5.1								
11			LOGANDALE		10.2						
			4.6								
11			OVERTON		14.8						
			1.9								
	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. 28			Mile Post	SECOND CLASS	Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 28		Mile Post
	403		September 15, 1957				404			September 15, 1957		
	Local Freight						Local Freight					
	Monday Wednesday Friday		<b>STATIONS</b>						<b>STATIONS</b>			
ss 123 ws 116 DPWY	7.30AM	DN-R	CALIENTE YL	CS	0.0	A 2.45PM	124 186	PW Y	DN	DELTA YL	AK	0.0
			14.5							21.7		
25	f	8.20	PANACA		14.5	1.30	10			GREENWOOD (Spur)	21.7	
			18.2							10.5		
	y	A 9.45AM	PIOCHE YL	RM	32.7	12.01PM	26	y	D	FILLMORE YL	FI	32.2
					(32.7)						(32.2)	
		(2.15)		..... Thru Time .....		(2.44)						
		14.0		..... Average speed per hour .....		11.9						

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and 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
				Derricks with 4-wheel trucks.			35
DLS Stock Trains: Where not otherwise restricted.			60	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
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track.			30
When caboose is handled in train consisting of passenger train equipment.		60		On curves.			25
Within yard limits— Protected by continuous block signal system.	60	50	25	On branch lines.			15
Not protected by continuous block signal system.	50	40	25	Trains handling scale test cars: On main track.			30
At North Yard.	50	40	25	On branch lines.			20
On branch lines.	30	30	15	Trains handling water cars converted from Vanderhilt (round) type tender on secondary tracks and branch lines.			20
Diesel passenger locomotive operated without train.			25	Trains handling air-dump cars.			35
All lesser speed restrictions specified for passenger trains will govern.				Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
Diesel locomotives in road or helper service— Backing up showing a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Between Milford and Black Rock.			30
				Between Black Rock and Lynndyl.			40
Gas Turbine, Diesel freight and road switch locomotive.	65	65		Between Lynndyl and Salt Lake via Tintic.			40
				Between Lund and Modena.			30
1870 class Locomotives: On Main Track.			50	Between Modena and Las Vegas.			40
On Provo Subdivision.			25	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
On Branch Lines.			20	When using cross-overs or turn-outs.	15	15	15
1500 class Diesel road freight locomotives.		50	50	When using No. 14 turn-outs.	25	20	20
Diesel yard switch locomotives in road service.			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
Steam locomotives running backward.		20	20	Wye tracks.	6	6	6
3800 class locomotives.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track.			25
3700 and 3900 class locomotives.		65	50	On branch lines. (Slower speed must be observed where conditions require.)			15
MacArthur type locomotives with 63-inch drivers.		55	50				
Consolidation type locomotives.		35	35				
Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25				

**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. 34.8 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.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Erda			
Milford. Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Delta				Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 651.4 and 651.6.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Between M.P. 652.9 and 653.2.	70	60	50	Lake Point			
Between M.P. 655.8 and 656.4.	70	60	50	A.S.&R. Co. Highline Trackage.			15
Lynndyl				D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Champlin				Garfield			
Between M.P. 678.9 and 679.2.	65	55	45	Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Buena Vista			
Between M.P. 682.5 and 684.5.	60	50	40	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Jericho				Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
McIntyre				Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Between M.P. 692.8 and 693.4.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Tintic				Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Boulter				Salt Lake City			
Between M.P. 705.8 and 715.9.	55	45	35				
Pehrson							
Between M.P. 719.6 and 721.0.	60	50	40				
St. John							
Between M.P. 742.1 and 744.1.	55	45	35				
Warner							
Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Ute			
Las Vegas				Between M.P. 379.2 and 379.6.	60	50	40
Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 380.4 and 380.9.	65	55	45
Dike				Farrier			
Between M.P. 348.4 and 351.1.	40	40	30	Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Apex				Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 394.6 and 395.9.	35	35	25
Garnet				Between M.P. 397.5 and 398.6.	45	35	25
Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Hoya			
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 403.7 and 419.7.	35	35	25
Between M.P. 358.8 and 359.4.	60	50	40	Carp			
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 425.4 and 426.2.	55	45	35
Dry Lake				Between M.P. 427.9 and 428.2.	55	45	35
Between M.P. 363.9 and 364.3.	70	60	50	Between M.P. 429.1 and 429.2.	60	50	40
Between M.P. 369.1 and 369.4.	70	60	50	Leith			
				Between M.P. 430.0 and 455.2.	35	35	25
				Etna			
				Between M.P. 458.4 and 458.8.	45	35	25
				Caliente			
				Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20

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

**THIRD SUBDIVISION (Continued)**  
Between Caliente and Milford

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Caliente				Brown			
Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Between M.P. 489.1 and 492.1.	50	40	30
Between M.P. 461.2 and 461.7.	30	25	20	Crestline			
Between M.P. 461.7 and 463.9.	45	35	25	Between M.P. 494.1 and 494.4.	40	30	25
Eccles				Between M.P. 495.0 and 497.3.	30	25	20
Between M.P. 466.0 and 466.9.	40	35	25	Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Minto				Uvada			
Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 469.1 and 477.3.	30	25	20	Milford			
Between M.P. 479.1 and 479.5.	40	30	25	Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 479.8 and 480.0.	50	40	25				
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma							
Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	50	40	40	Lehi			
Lynndyl				Sugar Factory Trackage west of stockyards.			5
Between M.P. 665.7 and 666.0.	15	15	15	Cutler			
Between M.P. 666.0 and 667.3.	40	30	20	Between M.P. 773.4 and 778.1.	35	30	25
Mack				Draper			
Between M.P. 674.8 and 686.2.	30	30	25	Between M.P. 780.8 and 782.7.	40	30	25
Mills				Sandy			
Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Nephi (See Note).				D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Atwood			
Santaquin				Midvale Smelter Trackage.			12
Between M.P. 732.6 and 733.5.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
Provo				(See Note).			
Between M.P. 751.8 and 758.5.	20	20	20	Between M.P. 40.3* and Salt Lake City.	15	15	15
Geneva				Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Over Road Crossings in Steel Plant.			15	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Pleasant Grove				Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
Wasatch Oil Spur.			10				
American Fork							
City Limits, between M.P. 765.6 and 767.5.	20	20	20				

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

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Frt.		Pgr.	Frt.
Bushnell Hospital spur.	10	10	Cedar City Branch.		
Malad Branch.		30	Between Lund and Iron Springs.	45	35
Syracuse Branch.		15	Between Iron Springs and Cedar City.	30	30
Clearfield			Between Iron Springs and Cedar City with		
Naval Supply Depot area.		12	trains having GP-7 or GP-9 Diesel units.	25	20
Naval Supply Depot wye.		8	Cedar City Loop Track.	10	10
Roche Beet Spur.		10	Cedar City, oil track No. 12, Commissary spur		
Thatcher Branch.		10	and freight house lead.	5	5
Bear River Branch.		10	Iron Mountain Branch.		
Cache Valley Branch.			Between Iron Springs and M.P. 5.50.		20
Maximum Speed.		35	Between M.P. 5.50 and Iron Mountain.		15
Between M.P. 13.6 and 13.9.		15	Pioche Branch.		
Between M.P. 17.7 and 18.0.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 42.7 and 43.3.		25	Between M.P. 17.0 and 22.5.		10
Ironton Spur.		15	Between M.P. 22.5 and 25.5.		20
Eureka and Silver City Branches.		12	Between M.P. 25.5 and 32.7.		25
Eureka, within city limits.		6	Prince Branch.		15
Mammoth Branch.		6	Caselton Spur.		10
Fillmore Branch.		30	Mead Lake Branch.		
All trains and engines must move prepared to			Maximum Speed.		25
stop at M.P. 18.5 if track is obstructed with			Between M.P. 1.6 and 2.3.		20
drifting sand at that point.			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
Las Vegas	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
80"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.8
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
First Subdivision					Cache Valley Branch				
Marsh Valley	103.0	2 Mi.	P	West	Logan Sugar				
Beers	72.3	9		East	Factory Spur	21.7	1.0 Mile	East	Level
Thorensen	68.5	21		West	Mill Spur	44.4	15	West	East
Anderson	63.7	15		Both					
Utida	62.4	3		East					
Morton	58.2	16		Both	Malad Branch				
Cottle	55.7	22		Both	Chase	3.9	28	West	East
Collinston (2)	40.1	32	P	Both	Roche Beet Spur	5.6	3 Miles	East	Level
Madsen	32.5	21		Both	Roche		30	East	Level
Bushnell	19.3	Spur 1.4 Mi.		East	Washakie	34.4	8	East	Level
Perry (1)	17.2	Old Siding 52	P	Both	Woodruff	40.5	8	East	West
		Team Track 25		Both					
Harrisville	4.7	32	P	Both	Eureka Branch				
Browning	2.7	29		Both	Eureka	3.6	Yard	East	East
Lodgie	2.3	Spur 0.5 Mi.	X	East					
Layton Sugar		50	X	East	Silver City Branch				
Factory Spur	13.8	60		Both	Silver City	1.5	12	East	East
Pioneer	29.7	Old Siding 88	P	Both					
Becks	32.9	Advance Track 68		Both	Mammoth Branch				
					Mammoth	1.6	10	Both	East
Second Subdivision					Mammoth Mine	3.6	Yard	East	East
Industrial Center									
Spur	779.9	64	P	West	Cedar City Branch				
Bauer	744.8	33	P	Both	Kaiser	22.5	118	Both	East
Clover	732.8	Govt. Yard	P	East	Stock Yards	29.9	Stock Track 28 P	West	East
Oasis (3)	644.4	33	P	Both			Stock Spur 0.5 Mi.	West	East
Borden	620.9	4	P	West					
Pumice	604.8	16	P	Both	Pioche Branch				
					Peck	6.0	2	West	East
Third Subdivision									
Barclay	478.7	18	P	East	Prince Branch				
Hoya Pit	401.5	70	P	Both	Mendha	4.2	3	East	East
Arrolime	353.8	31	P	Both	Caselton	6.5	Yard	East	West
Lovell	344.6	Spur 11	P	West	Prince	8.6	4	Both	West
		Gov't Ordnance							
Valley	342.4	Spur 4.0 Mi.	P	Both	Mead Lake Branch				
		Old Siding 38		Both	Standard Oil Co.	3.1	6	East	East
		Industry 14		Both	Arrowhead	3.3	20	West	East
		Nellis Air Base		West	Seven Arrow				
		Spur 2.7 Mi.			Gypsum	9.3	7	East	West
Provo Subdivision					Amber	9.5	5	East	West
Officer	38.9	83	P	Both	Virgin	12.8	6	Both	West
Burton	39.5	21		Both	Glassand	13.7	20	West	West
Walton	41.1	16		West					
Bentz	42.2	9		West					
Atwood	45.9	Team Track 17	P	Both					
		Spur 11		Both					
Cushing	47.5	27		Both					
Mellen Sand Spur	781.3	10		East					
Rideout	778.0	7	P	East					
Lehi Sugar Spur	769.1	98		East					
Hardy Beet Spur	761.8	27		West					
Bunker Spur	759.9	12		East					
Gatex	756.1	Industrial Spur		East					
Ironton	754.1	108		East					
Benjamin	741.6	28		Both					
Santaquin	730.7	8		West					
Sharp	703.6	13		East					
Mills	689.3	18	P	East					
Soma	679.0	14		Both					
Uisco	676.3	12	P	East					
Leamington	671.3	5	P	East					

(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>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;
- N —night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

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

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