

**UNION PACIFIC RAILROAD COMPANY**  
 South-Central District



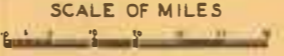
**UTAH DIVISION**  
**TIME-TABLE**  
**No. 29**

**Effective Sunday,**  
**June 1, 1958**  
**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**  
**McCammion to Caliente**

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

L. E. STORRS, Ass't Chief Train Dispatcher  
 Salt Lake City, Utah

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

R. L. MAUGHAN, 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	Americn 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. 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.
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. Bnll	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.
E. D. Flanders	Physician	Ogden.
C. S. Feeny	Physician	Ogden.
R. W. Pugmire	Oculist	Ogden.
Max Stewart	Surgeon	Ogden.
R. R. Merrell	District Surgeon	Pocatello.
R. K. Gorton	Asst. to District Surgeon	Pocatello.
R. C. Crandall	Physician	Pocatello.
Clark T. Parker	Surgeon	Pocatello.
J. P. Merkley	Surgeon	Pocatello.
J. E. Cooper	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Pocatello.
Eldon D. Clark	Oculist & Aurist	Pocatello.
J. J. Weight	Surgeon	Preston.
J. B. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Provo.
Harry Berman	Oculist & Aurist	Richmond.
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	Tooele.
C. C. Ficklin	Surgeon	Tremonton.

**MILEAGE**

Main Line	734.6
Branches	275.0
<b>Grand Total</b>	<b>1009.6</b>

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS					Distance from Ogden	Time-Table No. 29 June 1, 1958			Mile Post	FIRST CLASS				
309 Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger		STATIONS				10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger
					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>7.38</del>	9.10	<del>8.20</del>	36.3		SALT LAKE CITY		36.3	5.25	5.45	8.15	<del>6.48</del>	A 4.30
1.30	12.25	9.39	11.08	12.11	154.4		LYNN DYL		665.9	2.52	3.38	6.08	3.23	1.30
4.15	2.05	10.54	12.23	2.15	243.5		MILFORD		576.8	1.30	2.28	4.58	1.55	11.50
A 5.00	2.40	11.21	12.49	3.00	278.9		LUND		541.4	12.45	1.55	4.25	1.10	10.25
	4.35	12.55	2.24	5.15	360.8		CALIENTE		459.5	11.00	12.19	2.49	11.10	
	7.20	3.30	4.55	8.35	486.1	MT	LAS VEGAS	MT	334.2	8.15	8.48	12.20	8.20	
	6.35	2.40	4.05	8.05		PT		PT		3.45	5.38	8.20	3.05	
	9.40	5.35	6.50	12.10	657.1		YERMO		163.2	3.25	5.20	8.01	2.35	
	10.03	5.53	7.08	12.40	670.5		BARSTOW		150.1	1.15	3.30	6.08	12.35	
	12.05	7.50	9.05	2.55	751.3		SAN BERNARDINO		67.3	1.02	3.20	5.55	12.15	
	12.15	7.59	9.14	3.05	754.8		COLTON		64.5	12.50	3.07	5.43	11.59	
	12.30	8.10	9.25	3.25	761.8		RIVERSIDE		57.5				11.30	
				4.05	781.5		ONTARIO		37.8	12.20	2.43	5.15	11.20	
	1.05	8.38	9.53	4.20	787.3		POMONA		32.0	11.50	2.20	4.50	10.50	
	1.40	9.10	10.25	5.00	813.6		EAST LOS ANGELES		5.7	11.30	2.00	4.30	10.30	
A 2.00	A 9.30	A 10.45	A 5.30		821.0	PT	LOS ANGELES	PT	0.0	Daily	Daily	Daily	Daily	Daily
(8.00)	(17.45)	(15.35)	(15.20)	(23.00)			Thru Time			(17.45)	(15.30)	(15.30)	(20.10)	(6.05)
40.4	46.2	52.7	53.5	35.6			Average speed per hour			40.3	53.0	53.0	40.7	39.8

**WESTWARD CONDENSED TIME-TABLE EASTWARD**

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 29 June 1, 1958			Mile Post	FIRST CLASS		
35 Passenger	33 Passenger			STATIONS				36 Passenger	34 Passenger	
			0.0							
	7.30		36.3				A 7.30			
	8.20	6.40	36.3				6.40	A 8.45		
	9.20	7.12	57.4				5.50	8.15		
	10.05	7.52	85.1				5.03	7.35		
	11.20	9.25	147.5				3.50	6.15		
A 11.30	A 9.55		170.2				3.15	5.45		
							Daily	Daily		
(4.20)	(3.15)						(4.15)	(3.00)		
39.3	41.2						40.0	44.6		

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

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 29 June 1, 1958				
	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 ES 115 PX	11.18	9.43	7.43	6.50	
ES 41 PX	11.25	9.50	7.48	6.55	
P	11.36PM	9.59	7.55	7.04	
CDPPT 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>36</sup>	8.25	6.10 <sup>36</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 ES 67 PY		11.55PM	9.27	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 ES 70 WYZ		1.30	10.11	10.01	
123 P		1.57 <sup>28</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	
121 P		2.58	10.59	11.20	
121 PW		3.15	11.13	11.40	
P					
122 P		3.30	11.24	11.55AM	
123 12F IPY		A 3.45AM	A 11.35PM	A 12.10PM	

Time-Table No. 29  
June 1, 1958

**STATIONS**

DN-R SALT LAKE CITY YLSA	DS
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	OG YD RD
D. & R. G. W. CROSSING YL	0.7
S. P. JCT. YL	0.9
HOT SPRINGS	7.2
WILLARD	5.2
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	6.4
SWAN LAKE	10.3
DN DOWNEY DO	5.0
VIRGINIA	4.7
D ARIMO A	6.5
DN-R McCAMMON YLMC	

Double Track

BLOCK SIGNALS

(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. 29 June 1, 1958					
	35	6	104	33	108	10
	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger 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
	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	A 6.15AM
						36.3
						37.0
	8.59 <sup>279</sup>				6.49	37.9
	9.06				6.56	45.1
	9.11				7.01	60.3
	s 9.20				s 7.12	67.4
	9.31				7.22	68.7
	9.36				f 7.27	72.2
	9.46				7.37	80.9
	s 10.05				s 7.52	85.1
	10.15				s 8.02	93.2
	10.18				f 8.07	96.9
	10.23				s 8.16	101.4
	f 10.32				s 8.25	107.3
	10.36				8.29	111.5
	10.39				s 8.32	114.6
	10.45				s 8.40	121.0
	f 10.59				s 8.55	131.3
	11.06				s 9.02	136.3
	11.11				s 9.09	141.0
	At 11.20PM				A 9.25AM	147.5

**STATIONS**

DN-R SALT LAKE CITY YLSA	DS
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	OG YD RD
D. & R. G. W. CROSSING YL	0.7
S. P. JCT. YL	0.9
HOT SPRINGS	7.2
WILLARD	5.2
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	6.4
SWAN LAKE	10.3
DN DOWNEY DO	5.0
VIRGINIA	4.7
D ARIMO A	6.5
DN-R McCAMMON YLMC	

Double Track

BLOCK SIGNALS

(3.50) 38.4 (0.55) 39.6 (0.45) 45.4 (2.45) 42.6 (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. 29 June 1, 1958	Mile Post	FIRST CLASS								
		36 Passenger	5 Passenger	107 Streamliner Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger			
<b>STATIONS</b>										
DN-R SALT LAKE CITY YL SA	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		
KAYSVILLE	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 OG YD RD	0.0	6.40 6.20	7.30AM	8.25AM	6.55PM	A 8.45PM <sup>279</sup>		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	56.9	4.49				s 7.21				
CORNISH	60.6	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				
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				
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. 29 June 1, 1958	SECOND CLASS									Car Capacity of sidings, etc. See Rule 6(A) Page 22.
	280 Time Freight	299 Stock Special	312 Mixed	278 Stock Special	270 Time Freight					
<b>STATIONS</b>										
DN-R SALT LAKE CITY YL SA										
DN-R NORTH YARD YL C	A 5.30AM	A 11.50AM		A 7.15PM	A 10.30PM					DEPT WYZ
NORTH SALT LAKE	5.15	11.44		6.58	10.20					PX
BAMBERGER R. R. CROSS.										IX
D WOODS CROSS WC	5.08	11.40		6.51	10.13					PX
FARMINGTON	4.59	11.33		6.40	10.03					WS 72 PX
KAYSVILLE	4.52	11.28		6.33	9.56					CS 133 P
D LAYTON NY	4.48	11.25		6.30	9.53					WS 56 ES 115 PX
D CLEARFIELD CF	4.42	11.20		6.23	9.45					ES 41 PX
ROY	4.35	11.16		6.15	9.35					P
BRIDGE JCT. YL	4.25	11.10		6.06	9.25					CDFOPT WYZ
DN-R OGDEN YL OG YD RD	4.20 3.50	11.01AM	A 2.15PM	6.00 5.20	9.20 8.40					
D. & R. G. W. CROSSING YL										
S. P. JCT. YL	3.40		2.01	5.07	8.25					122 P
HOT SPRINGS	3.27		1.50	4.53	8.16					120 P
WILLARD	3.20		1.42	4.45	8.10					120 P
DN BRIGHAM CITY YL BM	3.10		1.30PM	4.35	8.01					WS 114 ES 47 PY
D HONEYVILLE HX	2.55			4.18	7.47					120 P
DEWEY	2.47			4.10	7.41					122 P
WHEELON	2.35			3.55	7.28					121 P
DN CACHE JCT. YL CJ	2.15			3.35	7.14					WS 106 ES 70 WYZ
TRENTON	1.57 <sup>277</sup>			3.22	7.01					123 P
CORNISH										P
WESTON	1.47			3.11	6.51					121 P
D DAYTON CN	1.38			3.01	6.42					121 P
CLIFTON										P
COULAM	1.28			2.50	6.33					121 P
SWAN LAKE	1.18			2.40	6.23					121 P
DN DOWNEY DO	1.05			2.25	6.11					121 PW
VIRGINIA										P
D ARIMO A	12.52			2.12	5.59					122 P
DN-R McCAMMON YL MC	12.40AM			2.00PM	5.50PM					123 126 IPY
(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily					

Thru Time ..... (4.50) (0.49) (0.45) (5.15) (4.10)  
 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**

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Distance from Salt Lake City	Time-Table No. 29 June 1, 1958	
	259 Time Freight	299 Stock Special	309 Passenger	9 Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOFT WYZ	8.30AM	4.15PM						0.0	DN-R NORTH YARD YL C	
I								0.7	0.7 D.&R.G.W. CROSSING YL	
AIP								2.3	1.6 WEST. PAC. CROSSING YL	
122 P								4.4	2.1 BUENA VISTA	
F			11.00PM	10.25PM	7.50PM	9.20AM	9.30AM	0.0	DN-R SALT LAKE CITY YL SA	
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	
126 P							s 9.57	15.7	16.9 GARFIELD GF	
AIP								16.8	1.2 D.&R.G.W. CROSSING	
122 P								19.6	2.7 LAKE POINT	
122 PW								27.6	8.0 ERDA	
122 PY							s 10.25	35.8	8.2 WARNER DU	
131 P							f 10.33	41.4	5.6 STOCKTON	
122 P							f 10.42	47.9	6.5 ST. JOHN SJ	
143 P								60.7	12.8 FAUST	
122 P								60.8	6.1 PEHRSON	
137 P								74.1	7.3 LOFGREEN	
122 P								70.8	5.7 BOULTER	
122 PWYZ							f 11.31AM	85.4	5.6 TINTIC U	
123 P								92.1	6.7 McINTYRE	
126 PW								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 LYNN DYL	
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								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								198.9	4.6 MURDOCK	
DPTWYZ	A 2.30PM	A 9.15PM	A 3.15AM	A 1.55AM	A 10.51PM	A 12.20PM	A 2.05PM	207.2	8.3 DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(207.2)

(6.00)	(5.00)	(4.15)	(3.30)	(2.01)	(3.00)	(4.35)	Thru Time
34.5	41.4	48.7	59.2	63.6	69.0	45.2	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.	FIRST CLASS					SECOND CLASS		Miles Point	Time-Table No. 29 June 1, 1958	
	10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	310 Passenger	256 Time Freight	260 Time Freight		STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOFT WYZ								35.3	DN-R NORTH YARD YL C	
I								36.0	0.7 D.&R.G.W. CROSSING YL	
AIP								781.3	1.6 WEST. PAC. CROSSING YL	
122 P								779.2	2.1 BUENA VISTA	
P	A 5.05AM	A 5.35AM	A 8.05AM	A 6.00PM	A 4.30AM			36.3	DN-R SALT LAKE CITY YL SA	
P								37.6	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	4.45	5.19	7.47	5.35	4.10			770.2	3.1 BUENA VISTA	
126 P				f 5.20				768.3	10.9 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				s 4.55				748.2	8.2 WARNER DU	
131 P				f 4.48				742.6	5.6 STOCKTON	
122 P				f 4.41				736.1	6.5 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				f 4.02				698.6	5.6 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 3.23	f 1.30			665.9	9.1 LYNN DYL	
122 P								658.2	7.7 STRONG	
124 PWY	s 2.35			s 3.05	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				f 2.17				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	1.55PM	11.50PM	10.30AM	11.00PM	576.8	8.3 DN-R MILFORD YL FD	

CENTRALIZED TRAFFIC CONTROL

(207.2)

Thru Time	(3.35)	(3.07)	(3.07)	(4.05)	(4.40)	(6.30)	(7.00)
Average speed per hour	57.8	66.4	66.4	60.0	44.4	31.8	29.8

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

**WESTWARD**

**THIRD SUBDIVISION**

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS		FIRST CLASS					Mile Post Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Passenger	107 Streamliner Passenger	309 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	9.25PM	3.15PM	10.54PM	2.15PM	12.23PM	4.15AM	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	12.49	A 5.00AM	f 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	274.8
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
119 DPWY			12.55AM	s 5.15	2.24		s 4.35	324.5
122 P								329.5
122 P								334.1
122 P								339.1
122 PW								345.6
145 P								349.5
122 P								354.9
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								432.9
122 P								437.0
122 P								445.3
DPTWYZ	A 4.45AM	A 11.30PM	A 3.30AM	A 8.35PM	A 4.55PM		A 7.20AM	449.8

Time-Table No. 29  
June 1, 1958

**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  
8.0 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  
5.6 VIGO  
5.0 GALT  
5.8 HOYA  
5.0 ROX  
4.5 FARRIER  
10.3 MOAPA MA

9.8 UTE  
10.5 DRY LAKE  
5.5 GARNET  
5.5 APEX  
5.0 DIKE  
8.3 WANN  
4.5 LAS VEGAS YL VG

(242.6)

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... Average speed per hour

(7.20) 32.0 (8.15) 29.4 (4.38) 52.7 (8.20) 88.3 (4.32) 53.5 (0.45) 47.2 (5.15) 46.2

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

**THIRD SUBDIVISION**

**EASTWARD**

Car Capacity of sidings, etc. See Rule 6(A) Page 22.	FIRST CLASS		SECOND CLASS		Mile Post				
	104 Streamliner Passenger	6 Passenger	10 Passenger	108 Streamliner Passenger		310 Passenger	256 Time Freight	260 Time Freight	
	Daily	Daily	Daily	Daily		Daily	Daily		
DPTWYZ	DN-R MILFORD YL FD	576.8	A 4.55AM	A 1.45PM	A 1.20AM	A 2.25AM	A 11.20PM	A 9.45AM	A 10.30PM
123 P	5.1 UPTON	571.7							
122 P	10.1 THERMO	561.6							
122 P	6.8 NADA	554.8							
122 P	4.3 LATIMER	550.5							
122 PY	DN LUND UN	541.4	4.25	s 1.10	s 12.45AM	1.55	10.25PM		
122 P	9.9 ZANE	531.5							
122 PW	4.8 BERYL	526.7		f 12.48					
122 P	10.9 HEIST	515.8							
122 PY	D MODENA NA	509.8		f 12.33PM					
122 P	8.6 UVADA	501.2							
127 PY	7.5 CRESTLINE	493.7							
122 P	4.4 BROWN	489.3							
122 PW	4.7 ACOMA	484.6							
133 P	9.3 ISLEN	475.3							
44 P	3.0 LITTLE SPRINGS	472.3							
83 P	3.9 MINTO	468.4							
122 P	4.1 ECCLES	464.3							
119 DPWY	DN CALIENTE YL CS	459.5	2.49	s 11.10AM	s 11.00PM	12.19AM			
122 P	5.0 ETNA	454.5							
122 P	4.6 STINE	449.9							
122 P	5.0 BOYD	444.9							
122 PW	6.5 ELGIN	438.4							
145 P	3.9 KYLE	434.5							
122 P	5.4 LEITH	429.1							
102 PW	10.0 CARP	419.1							
122 P	5.6 VIGO	413.5							
69 P	5.0 GALT	408.5							
122 P	5.8 HOYA	402.9							
136 P	5.0 ROX	397.9							
122 P	4.5 FARRIER	393.4							
122 PY	D MOAPA MA	383.1		s 9.11	9.02				
122 P	9.8 UTE	373.5							
122 PW	10.5 DRY LAKE	363.0							
74 P	5.5 GARNET	357.5							
122 P	5.5 APEX	352.0							
122 P	5.0 DIKE	347.0							
122 P	8.3 WANN	338.7							
DPTWYZ	DN-RLAS VEGAS YL VG	334.2	12.20AM	8.20AM	8.15PM	9.50PM		2.00AM	2.45PM

CENTRALIZED TRAFFIC CONTROL

Thru Time ..... Average speed per hour

(4.35) 52.9 (5.25) 44.8 (5.05) 47.7 (4.35) 52.9 (0.55) 38.6 (7.45) 31.3 (7.45) 31.3

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. 29 June 1, 1958			Miles Post	SECOND CLASS		
	DOFT WYZ	307	305		STATIONS	308	306		DPWYZ	303	304
		Mixed	Mixed			Mixed	Mixed				
	Daily Except Sunday	Daily Except Sunday									
		2.00AM	0.0	DN R SALT LAKE CITY YL SA C	36.3			A 12.15AM			
		2.06	1.3	1.3 EIGHTH SOUTH ST. YL	37.6			12.05AM			
			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		2.30	7.3	2.6 MURKAY YL FN	43.6			11.40			
60 P		2.35	7.9	0.6 PALLAS YL	44.2			11.35			
			11.4	3.5 D. & R. G. W. GAUNTLET	47.7						
102 P		2.45	12.6	1.2 SANDY	48.9			11.20			
48 P		3.05	17.1	4.5 DRAPER A	782.9			11.10			
WS 73 ES 70 P		3.25	24.5	7.4 MOUNT	775.5			10.50			
73 PY		3.45	29.0	4.5 CUTLER	771.0			10.30			
31 P		4.05	30.5	1.5 LEHI HI	769.5			10.20			
45 P		4.15	33.5	3.0 AMERICAN FORK AF	766.5			10.00			
73 P		4.35	36.5	3.0 PLEASANT GROVE GO	763.5			9.40			
			38.7	2.2 PIPEMILL YL	761.3						
100 P		4.45	42.0	3.3 D GENEVA YL G	758.0			9.20			
			42.7	0.7 D. & R. G. W. CROSSING	757.3						
CDPT WYZ		11.00AM	47.3	4.6 DN-R PROVO YL UR VO	752.7			A 6.20PM	9.00PM		
		11.10	52.0	4.7 SPRINGVILLE	748.0			6.09			
29 P		11.25	55.6	3.6 SPANISH FORK SF	744.4			6.03			
116 P		11.45AM	63.2	7.6 PAYSON CN	736.8			5.52			
125 P		12.25PM	78.0	14.8 STARR	722.0			5.27			
132 PY		1.05	89.2	11.2 NEPHI NI	710.8			5.10			
125 P		1.35	103.7	14.5 JUAB	696.3			4.45			
125 P		2.15	118.9	15.2 PARLEY	681.1			4.15			
PWY		3.00PM	134.1	15.2 LYNDOYL YL	665.9			3.45PM			
				(134.1)				Daily Except Sunday	Daily Except Saturday		
	(4.00)	(3.15)		Thru Time	(2.35)	(3.15)					
	21.7	14.5		Average speed per hour	33.6	14.5					

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. 29 June 1, 1958			Miles Post	SECOND CLASS		
	DPWYZ	303	STATIONS		304	DPWYZ	304				
		Mixed							Mixed		
	Daily Except Sunday										
		5.30AM	0.0	DN-R CACHE JCT. YL CJ	0.0	A 3.00PM					
10			4.8	4.8 PETERSBORO (Spur)	4.8						
35	f	5.55	8.6	3.8 MENDON	8.6	f 2.15					
19 P	f	6.15	13.8	5.2 WELLSVILLE	13.8	f 1.55					
25			14.5	0.7 HILLS	14.5						
22	f	6.30	17.6	3.1 HYRUM	17.6	f 1.30					
13			20.2	2.0 HOLT	20.2						
85 PWYZ	s	6.55	24.1	3.9 LOGAN YL Q	24.1	s 1.10					
20			26.4	2.3 GREENVILLE	26.4						
15 P	f	7.22	31.5	5.1 SMITHFIELD YL	31.5	f 12.30					
33 P	f	7.45	37.4	5.0 RICHMOND YL	37.4	f 12.01PM					
			41.5	4.1 LEWISTON (Spur)	41.5						
35 P	f	8.25	43.8	2.3 FRANKLIN	43.8	f 11.20AM					
24	f	8.35	48.0	4.2 WHITNEY YL	48.0	f 11.08					
22 Y	A	9.30AM	50.8	2.8 PRESTON YL PN	50.8	11.00AM					
				(50.8)		Daily Except Sunday					
	(4.00)			Thru Time	(4.00)						
	12.7			Average speed per hour	12.7						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

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

For setout tracks.—See Page 22.

WESTWARD			MALAD BRANCH			EASTWARD		
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 29 June 1, 1958	Mile Post	SECOND CLASS			
	311 Mixed				312 Mixed			
	Daily Except Sunday							
WS 114 ES 67 PY	f 7.30AM	0.0	DN-R BRIGHAM CITY YL BM	0.0	A 1.15PM			
51	f 7.45	5.6	5.6 CORINNE	5.6	f 12.57			
24	f 8.02	13.7	8.1 CROPLEY	13.7	f 12.40			
46	P s 8.15	17.8	4.1 TREMONTON YL	17.8	s 12.30			
19	PY s 8.30	19.8	2.0 GARLAND YL	19.8	s 12.20			
20	f 8.46	25.0	5.2 FIELDING	25.0	f 12.05PM			
30	PY A 10.15AM	51.5	26.5 MALAD YL MV	51.5	11.01AM			
(2.45)			Thru Time			(2.14)		
18.7			Average speed per hour			23.1		

One Yard Limit between M.P. 16.89 east of Tremonton and M.P. 20.79 west of Garland.

Westward SYRACUSE BRANCH Eastward			Westward BEAR RIVER BRANCH Eastward			Westward THATCHER BRANCH Eastward									
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 29 June 1, 1958		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 29 June 1, 1958		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22.	Time-Table No. 29 June 1, 1958		Mile Post				
	STATIONS				STATIONS				STATIONS						
	WS 66 ES 116 PX	D			CLEARFIELD YL	CF			0.0	19		Y	D	GARLAND YL	0.0
		0.3 D. & R. G. W. CROSSING	YL	0.3				3.4 HAWS	YL	3.4		22	5.1 SUNSET	YL	5.1
		1.8 BARNES YL (Spur)		2.1	9			5.8 BRADFORD	YL	9.2					
(2.1)			(9.2)			(5.1)									

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
For stations not shown on schedule pages.—See Page 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. 29 June 1, 1958	Mile Post	FIRST CLASS	SECOND CLASS					
	417 Local Freight				309 Passenger	310 Passenger	418 Local Freight				
	Daily Except Sunday				Daily						
122 188 PY	f 7.00AM	0.0	DN-R LUND YL UN	0.0	A 10.10PM	A 11.45AM	120 WYZ	D-R	IRON SPRINGS YL GS	0.0	
120	f 7.20	9.4	9.4 AVON	9.4	9.50	11.27			4.5 DESERT MOUND	4.5	
120 WYZ	f 7.45	10.9	10.9 IRON SPRINGS YL GS	20.3	9.30	11.05			6.4 COMSTOCK	10.9	
Loop 43	A 8.20AM	A 6.30AM	12.2 CEDAR CITY YL CD	32.5	9.00PM	10.30AM			4.0 IRON MOUNTAIN YL MN	14.9	
(1.20)			Thru Time			(1.10)	(1.15)	(14.9)			
24.3			Average speed per hour			27.8	26.0				

WESTWARD MEAD LAKE BRANCH EASTWARD

Time-Table No. 29 June 1, 1958			Mile Post	
STATIONS				
122 PY	D	MOAPA		MA
13		NARROWS		5.1
11		LOGANDALE		10.2
11		4.6 OVERTON		14.8
	Y	1.9 MEAD LAKE (Spur)		16.7
(16.7)				

WESTWARD POCHE BRANCH EASTWARD Westward FILLMORE BRANCH Eastward

WESTWARD			POCHE BRANCH			EASTWARD			Westward FILLMORE BRANCH Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 22.	SECOND CLASS	Mile Post	Time-Table No. 29 June 1, 1958	Mile Post	SECOND CLASS	Time-Table No. 29 June 1, 1958					
	403 Local Freight				404 Local Freight	STATIONS					
	Monday Wednesday Friday										
ES 123 WS 116 DPWY	f 7.30AM	0.0	DN-R CALIENTE YL CS	0.0	A 2.45PM	124 PW 186 Y	DN	DELTA YL	AK	0.0	
25	f 8.20	14.5	14.5 PANACA	14.5	f 1.30	10		21.7 GREENWOOD (Spur)		21.7	
Y	A 9.45AM	18.2	18.2 PIOCHE YL RM	32.7	12.01PM	26	Y	10.5 FILLMORE YL	FI	32.2	
(2.15)			Thru Time			(2.44)	(32.2)				
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. Derricks with 4-wheel trucks.			40 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. On curves. On branch lines.			30 25 15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars: On main track. On branch lines.			30 20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. At North Yard. On branch lines. Diesel passenger locomotive operated without train. All lesser speed restrictions specified for passenger trains will govern.	60 50 50 30	50 40 40 30	25 25 25 15	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 40	Jordan spreaders and other machines of spreader type, when in operation.			15
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Trains handling ore from Cedar City Branch: Between Lund and Milford. Between Milford and Black Rock. Between Black Rock and Lynndyl. Between Lynndyl and Salt Lake via Tintic. Between Lund and Modena. Between Modena and Las Vegas.			40 30 40 30 40
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
1500 class Diesel road freight locomotives.		50	50	When using cross-overs or turn-outs.	15	15	15
Diesel yard switch locomotives in road service.			35	When using No. 14 turn-outs.	25	20	20
Steam locomotives running backward.		20	20	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
3800 class locomotives.		60	50	Wye tracks.	6	6	6
3700 and 3900 class locomotives.		65	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track. On branch lines. (Slower speed must be observed where conditions require.)			25 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	Cornish Between M.P. 64.1 and 64.5.	60	50
Hot Springs Between M.P. 10.3 and 10.6	60	50	Weston Between M.P. 66.1 and 67.1.	45	35
Between M.P. 12.3 and 12.7.	60	50	Between M.P. 68.6 and 68.8.	75	50
Between M.P. 13.7 and 14.0* (See Note).	60	50	Coulam Between M.P. 82.7 and 83.0.	45	35
Willard Between M.P. 19.2 and 19.4.	60	50	Swan Lake Between M.P. 85.6 and 85.8.	60	50
Between M.P. 20.9 and 21.1.	35	25	Between M.P. 86.5 and 87.5.	60	50
Brigham City Between M.P. 23.1 and 23.4.	60	50	Between M.P. 90.2 and 90.4.	50	40
Dewey Between M.P. 37.8 and 38.0.	45	35	Between M.P. 92.3 and 93.9* (See Note).	60	50
Between M.P. 41.0 and 41.4.	60	50	Downey Between M.P. 99.4 and 99.6.	50	40
Between M.P. 42.0 and 42.2.	45	35	Virginia Between M.P. 102.4 and 102.6	60	50
Between M.P. 43.5 and 44.4.	40	30	Marsh Valley Gravel Pit Trackage.		8
Wheelon Between M.P. 44.6* and 46.4 (See Note).	12	12	Arimo Between M.P. 107.4 and 107.7.	60	50
Between M.P. 46.5 and 47.2.	30	30	Between M.P. 110.8 and 111.2.	40	25
Cache Junction Between M.P. 49.0 and 49.3.	25	25	McCammon		
Between M.P. 51.1 and 51.4.	45	35			
Between M.P. 53.5 and 53.9.	60	50			

**FIRST SUBDIVISION  
Between Ogden and Salt Lake City**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	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.	Frnt.		Str.	Psgr.	Frnt.
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> A.S.&R. Co. Highline Trackage.			15
<b>Lynndyl</b> Between M.P. 665.7* and 665.9* (See Note).	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
<b>Champlin</b> Between M.P. 678.9 and 679.2.	65	55	45	Between M.P. 767.2 and 767.5.	65	55	45
Between M.P. 680.5 and 681.0.	60	50	40	<b>Garfield</b> Between M.P. 770.1 and 770.5.	70	60	50
Between M.P. 682.5 and 684.5.	60	50	40	<b>Buena Vista</b> Between M.P. 779.2** and 779.6 (See Note).	70	60	50
<b>Jericho</b> Between M.P. 685.6 and 689.0.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
<b>McIntyre</b> Between M.P. 692.8 and 693.4.	70	60	50	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
<b>Tintic</b> Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
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	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
<b>St. John</b> Between M.P. 742.1 and 744.1.	55	45	35	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
<b>Warner</b> Between M.P. 754.2 and 755.6.	60	50	40	<b>Salt Lake City</b>			

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

Maximum speed.	79	79	50	<b>Ute</b>			
<b>Las Vegas</b> Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 379.2 and 379.6.	60	50	40
<b>Dike</b> Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 380.4 and 380.9.	65	55	45
<b>Apex</b> Between M.P. 356.1 and 356.8.	50	40	30	<b>Farrier</b> 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> Between M.P. 403.7 and 419.7.	35	35	25
<b>Dry Lake</b> Between M.P. 363.9 and 364.3.	70	60	50	<b>Carp</b> Between M.P. 425.4 and 426.2.	55	45	35
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				<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.	Frnt.		Str.	Psgr.	Frnt.
<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
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
Wasatch Oil Spur.			10	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
<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.		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 22.5.		10
Between M.P. 13.6 and 13.9.		15	Between M.P. 22.5 and 25.5.		20
Between M.P. 17.7 and 18.0.		15	Between M.P. 25.5 and 32.7.		25
Between M.P. 42.7 and 43.3.		25	Prince Branch.		15
Ironton Spur.		15	Caselton Spur.		10
Eureka and Silver City Branches.		12	Mead Lake Branch Maximum Speed.		25
Eureka, within city limits.		6	Between M.P. 1.6 and 2.3.		20
Mammoth Branch.		6	Between M.P. 5.0 and 6.7.		10
Fillmore Branch.		30	Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 13th North
Salt Lake City	Switchmen's Register & Locker Room, First North Street
Salt Lake City	Telegraph Office, Passenger Station
Salt Lake City	Train Dispatcher's Office
Salt Lake City	North Yard Telegraph Office
Salt Lake City	Engineer's Register Room, North Yard
Salt Lake City	Switchmen's Register Room, North Yard
Ogden	Telegraph Office, Union Depot
Ogden	Engine Crew Dispatcher's Office, Roundhouse
Ogden	Enginemen's Wash Room
Ogden	Riverdale Telegraph Office
Cache Jct.	Telegraph Office
Pocatello	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	Yard Office
Delta	Telegraph Office
Milford	Enginemen's Locker Room
Milford	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"	37.5
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>						<b>Cache Valley Branch</b>					
Marsh Valley	103.0	2 Mi.	P	West	West	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level	
Oxford	81.3	Elevator Spur 16		East	East	Mill Spur	44.4	15	West	East	
Beers	72.3	9		East	East	<b>Malad Branch</b>					
Thorensen	68.5	21		West	East	Chase	3.9	28	West	East	
Anderson	63.7	15		Both	East	Roche Beet Spur	5.6	3 Miles	East	Level	
Utida	62.4	3		East	East	Roche		30	East	Level	
Morton	58.2	16		Both	Level	Washakie	34.4	8	East	Level	
Cottle	55.7	22		Both	East	Portage	36.7	3	West	Level	
Collinston (2)	40.1	9	P	West	East	Woodruff	40.5	8	East	West	
Madsen	32.5	21		Both	East	<b>Eureka Branch</b>					
Bushnell	19.3	Spur 1.4 Mi.		East	East	Eureka	3.6	Yard	East	East	
Perry (1)	17.2	Old Siding 52	P	Both	Level	<b>Silver City Branch</b>					
		Team Track 25		Both	Level	Silver City	1.5	12	East	East	
Harrisville	4.7	32	P	Both	Level	<b>Mammoth Branch</b>					
Browning	2.7	29		Both	West	Mammoth	1.6	10	Both	East	
Lodgic	2.3	Spur 0.5 Mi.	X	East	West	Mammoth Mine	3.6	Yard	East	East	
Layton Sugar Factory Spur	13.8	50	X	East	East	<b>Cedar City Branch</b>					
Pioneer	29.7	60		Both	East	Kaiser	22.5	118	Both	East	
Becks	32.9	Old Siding 88	P	Both	East	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East	
		Advance Track 68		Both	East	<b>Pioche Branch</b>					
<b>Second Subdivision</b>						Peck	6.0	2	West	East	
Industrial Center Spur	779.9	64	P	West	East	<b>Prince Branch</b>					
Bauer	744.8	33	P	Both	East	Mendha	4.2	3	East	East	
Clover	732.8	Gov't. Yard	P	East	East	Caselton	6.5	Yard	East	West	
Oasis (3)	644.4	33	P	Both	West	Prince	8.6	4	Both	West	
Borden	620.9	4	P	West	East	<b>Mead Lake Branch</b>					
Pumice	604.8	16	P	Both	East	Standard Oil Co.	3.1	6	East	East	
						Arrowhead	3.3	20	West	East	
<b>Third Subdivision</b>						Seven Arrow Gypsum	9.3	7	East	West	
Barclay (3)	478.7	18	P	East	West	Amber	9.5	5	East	West	
Hoya Pit (3)	401.5	70	P	Both	West	Virgin	12.8	6	Both	West	
Arrolime	353.8	31	P	Both	East	Glassand	13.7	20	West	West	
Lovell	344.6	Spur 11	P	West	West						
		Gov't Ordnance Spur 4.0 Mi.									
Valley	342.4	Old Siding 38	P	Both	West						
		Industry 14		Both	West						
		Nellis Air Base Spur 2.7 Mi.		West	East						
<b>Provo Subdivision</b>											
Officer	38.9	83	P	Both	East						
Burton	39.5	21		Both	East						
Walton	41.1	16		West	East						
Bentz	42.2	9		West	West						
Atwood	45.9	Team Track 17	P	Both	West						
		Spur 11		West	West						
Cushing	47.5	27		Both	East						
Mellen Sand Spur	781.3	10		East	East						
Rideout	778.0	7	P	East	East						
Lehi Sugar Spur	769.1	98		East	West						
Hardy Beet Spur	761.8	27		West	East						
Bunker Spur	759.9	12		East	East						
Gatex	756.1	Industrial Spur		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	PW	East	West						
Soma	679.0	14		Both	East						
Uisco	676.3	12	P	East	West						
Leamington	671.3	5	P	East	West						
Mack	669.9	6		West	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
		Team Track 12	Both	West	Nada	554.8	14	Both	East
Downey	95.0	Stock 14	Both	Level	Latimer	550.7	14	Both	East
		House 57	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	36	Both	Level
Oxford	81.3	13	East	Level	Heist	515.8	22	Both	East
Coulam	78.3	30	Both	East	Uvada	501.2	22	Both	East
Clifton	75.2	27	Both	Level	Crestline	493.7	22	Both	West
Dayton	71.0	35	Both	East	Brown	489.3	14	Both	West
Weston	65.1	19	Both	East	Acoma	484.6	23	Both	West
Utida	62.4	2	East	East	Islen	475.3	22	Both	West
Cornish	60.6	35	Both	Level	Minto	468.4	14	Both	West
Trenton	56.9	25	Both	East	Eccles	464.3	14	Both	West
Wheelon	44.6	18	Both	West	Etna	454.5	11	East	West
Dewey	35.9	34	Both	East	Stine	449.4	22	Both	West
Honeyville	30.4	32	Both	East	Boyd	444.9	12	Both	West
Willard	14.0	7	Both	West	Elgin	438.4	22	Both	West
Hot Springs	8.8	17	Both	West	Kyle	434.1	21	Both	West
Roy	6.1	East Spur 8	East	West	Leith	429.1	17	Both	West
		West Spur 8	East	West	Carp	419.1	9	Both	West
Clearfield	9.8	House 15	West	East	Vigo	413.5	21	Both	West
Layton	14.5	Stock 48	Both	East	Galt	408.5	20	Both	West
Kaysville	16.7	Stock 13	West	East	Hoya	402.9	7	East	West
Farmington	21.3	13	Both	Level	Rox	397.9	18	West	West
Woods Cross	28.1	Old Siding 49	Both	West	Farrier	393.4	15	East	West
		Team Track 5	West	West	Ute	373.5	9	West	East
		Storage 43	West	West	Dry Lake	363.0	21	Both	East
			West	West	Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					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	48.0	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 1.46Mi.	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			House 36	Both	Level
Cruz	609.6	23	Both	Level	<b>Cedar City Branch</b>				
Black Rock	599.4	22	Both	East	Avon	9.4	2	West	East
Read	589.7	22	Both	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.