



UNION PACIFIC RAILROAD COMPANY

South-Central District



UTAH DIVISION

**TIME-TABLE
No. 30**

**Effective Sunday,
September 21, 1958
at 12:01 A.M. MOUNTAIN TIME**

Safety Always

Makes a Suggestion

FOR EMPLOYEES ONLY

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

G. J. WILDE, Ass't Chief Train Dispatcher
 Las Vegas, Nev.

J. T. HOLYOAK, 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.
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. Scroggs	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.
E. D. Flanders	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. E. Cooper	Surgeon	Pocatello.
J. E. Comstock	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
Harry D. McGee	Ear, Nose & Throat	Pocatello.
Calvin Buhler	Surgeon	Pocatello.
L. R. Hawkes	Surgeon	Preston.
Eldon D. Clark	Oculist & Aurist	Provo.
J. J. Weight	Surgeon	Provo.
J. B. Westwood	Surgeon	Provo.
W. G. Nohle	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	Tooele.
G. C. Ficklin	Surgeon	Tremonton.

MILEAGE

Main Line	763.2
Branches	266.8
Grand Total	1030.0

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Ogden	Time-Table No. 30 September 21, 1958			Mile Post	FIRST CLASS		
9 Passenger Daily	103 Streamliner Passenger Daily	5 Passenger Daily		STATIONS	10 Passenger	104 Streamliner Passenger		6 Passenger		
9.15	6.55	7.30	0.0	MT	OGDEN	MT	0.0	A 6.15	A 9.00	A 7.40
10.25	7.40	8.20	36.3		SALT LAKE CITY		36.3 784.0	5.25 5.05	8.15 8.05	6.45 6.05
12.25	9.39	12.11	154.4		LYNN DYL		665.9	2.52	6.08	3.23
2.05	10.54	2.15	243.5		MILFORD		576.8	1.30	4.58	1.55
2.40	11.21	3.00	276.9		LUND		541.4	12.45	4.25	1.10
4.35	12.55	5.15	360.8		CALIENTE		459.5	11.00	2.49	11.10
7.20 6.35	3.30 2.40	8.35	486.1	MT PT	LAS VEGAS	MT PT	334.2	8.15 7.65	12.20 11.10	8.20 6.55
9.40	5.35	12.10	657.1		YERMO		163.2	3.45	8.20	3.05
10.03	5.53	12.40	670.5		BARSTOW		150.1	3.25	8.01	2.35
12.05	7.50	2.55	751.3		SAN BERNARDINO		67.3	1.15	6.08	12.35
12.15	7.59	3.05	754.8		COLTON		64.5	1.02	5.55	12.15
12.30	8.10	3.25	761.8		RIVERSIDE		57.5	12.50	5.43	11.59
		4.05	781.5		ONTARIO		37.8			11.30
1.05	8.38	4.20	787.9		POMONA		32.0	12.20	5.15	11.20
1.40	9.10	5.00	813.6		EAST LOS ANGELES		5.7	11.50	4.50	10.50
A 2.00	A 9.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	11.30	4.30	10.30
					(821.0)			Daily	Daily	Daily
(17.45)	(15.35)	(23.00)			Thru Time			(17.45)	(15.30)	(20.10)
46.2	52.7	35.6			Average speed per hour			46.3	53.0	40.7

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 30 September 21, 1958			Mile Post	FIRST CLASS		
35 Passenger Daily	33 Passenger Daily			STATIONS	36 Passenger	34 Passenger				
6.45			0.0		SALT LAKE CITY		36.3	A 8.20		
7.40 8.50	6.40		36.3		OGDEN		0.0	7.30 6.30	A 8.45	
9.20	7.12		57.4		BRIGHAM CITY		21.1	6.00	8.15	
10.05	7.52		85.1		CACHE JCT.		48.8	5.15	7.35	
11.20	9.25		147.5		McCAMMON		111.2	4.05	6.15	
A 11.50	A 9.55		170.2		POCATELLO		213.9	3.30	5.45	
					(170.2)			Daily	Daily	
(5.05)	(3.15)				Thru Time			(4.50)	(3.00)	
35.0	41.2				Average speed per hour			35.2	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. 30 September 21, 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	
CDPOPT WYZ	A 12.05AM	10.10	8.05	7.25	6.00AM
		11.15	8.45 ³⁴	8.15	
122 P		11.25	8.59 ⁸⁵	8.25	6.20 ³⁶
120 P		11.37	9.09	8.37	f 6.31
120 P		11.45	9.16	8.45	f 6.39
ws 114 ES 67 PY		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 ES 70 WYZ		1.30	10.11	10.01	
123 P		1.57 ²⁶⁰	10.22	10.20	
P		2.20	10.32	10.40	
121 P		2.40	10.42	11.00	
P		2.49	10.51	11.10	
121 P		2.58	10.59	11.20	
121 PW		3.15	11.13	11.40	
P		3.30	11.24	11.55AM	
122 P		A 3.45AM	A 11.35PM	A 12.10PM	
123 125 1PY					

Time-Table No. 30
September 21, 1958

STATIONS

DN-R SALT LAKE CITY YL SA	DS 2.6
DN-R NORTH YARD YL C	2.6
NORTH SALT LAKE	0.1
BAMBERGER R. R. CROSS.	2.9
D WOODS CROSS WC	6.8
FARMINGTON	4.6
KAYSVILLE	2.2
D LAYTON NY	4.7
DN CLEARFIELD CF	3.7
ROY	5.1
BRIDGE JCT. YL	1.0
DN-R OGDEN YL	OG YD RD 0.7
D. & R. G. W. CROSSING	Y L 0.9
S. P. JCT. YL	7.2
HOT SPRINGS	5.2
WILLARD	7.1
DN BRIGHAM CITY YL EM	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 YL MC	

Double Track

BLOCK SIGNALS

(1.35) (6.45) (4.30) (6.10) (0.55) Thru Time
21.3 21.8 32.7 23.9 23.0 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	35	104	33	10	Distance from Salt Lake City
	Passenger	Streamliner Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	
	6.45PM	8.15AM		5.25AM	0.0
					2.6
	6.56	8.23		5.35	5.2
					5.3
	6.59	8.26		5.38	8.2
	7.05			5.44	15.0
	7.10	8.35		5.48	10.6
	7.12			5.50	21.8
	7.16			5.55	26.5
	7.20	8.44		5.58	30.2
	7.26	8.48		6.03	35.3
	7.40	A 9.00AM	6.40AM	A 6.15AM	36.3
	8.50				37.0
					37.0
	8.59 ²⁷⁹		6.49		37.0
	9.06		6.56		45.1
	9.11		7.01		50.3
	s 9.20		s 7.12		57.4
					66.7
	9.31		7.22		66.7
					72.2
	9.36		f 7.27		72.2
	9.46		7.37		80.9
	s 10.05		s 7.52		85.1
					93.2
	10.15		s 8.02		93.2
	10.18		f 8.07		93.9
	10.23		s 8.16		101.4
	f 10.32		s 8.25		107.3
					111.5
	10.36		8.29		111.5
	10.39		s 8.32		114.8
	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
	A 11.20PM		A s 9.25AM		147.5

(4.35) (0.45) (2.45) (0.50) Thru Time
32.2 48.4 42.6 43.6 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.

(147.5)

FIRST SUBDIVISION EASTWARD

Time-Table No. 30
September 21, 1958

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS			
		36 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger
DN-R SALT LAKE CITY YL SA	86.3	A 8.20AM	A 7.40PM		A 10 05PM
DN-R NORTH YARD YL C	83.7				
NORTH SALT LAKE	81.1	8.05	7.30		9.52
BAMBERGER R. R. CROSS.	81.0				
D WOODS CROSS WC	28.1	8.02	7.27		9.49
FARMINGTON	21.3	7.56			9.43
KAYSVILLE	18.7	7.52			9.39
D LAYTON NY	14.5	7.50	7.15		9.37
DN CLEARFIELD CF	9.8	7.46			9.32
ROY	8.1	7.42	7.07		9.27
BRIDGE JCT. YL	1.0	7.35	7.00		9.20
DN-R OGDEN YL YD RD	0.0	7.30 6.30	6.55PM	A 8.45PM	9.15PM
D. & R. G. W. CROSSING	0.7				
S. P. JCT. YL	1.6	6.20 ³¹¹		8.35	
HOT SPRINGS	8.8	6.13		8.28	
WILLARD	14.0	6.08		8.23	
DN BRIGHAM CITY YL BM	21.1	s 6.00		s 8.15	
D HONEYVILLE HX	30.4	5.44		8.03	
DEWEY	35.9	5.39		7.58	
WHEELON	44.6	5.29		7.49	
DN CACHE JCT. YL CJ	48.8	s 5.15		s 7.35	
TRENTON	56.9	5.02		s 7.21	
CORNISH	60.6	f 4.59		s 7.16	
WESTON	65.1	4.55		s 7.10	
D DAYTON CN	71.0	f 4.49		s 7.02	
CLIFTON	75.2	4.45		6.57	
COULAM	78.3	4.42		6.54	
SWAN LAKE	84.7	4.36		6.48	
DN DOWNEY DO	95.0	s 4.25		s 6.37	
VIRGINIA	100.0	4.18		6.30	
D ARIMO A	104.7	4.13		s 6.25	
DN-R McCAMMON YL MC	111.2	s 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 31.7 45.4 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. 30
September 21, 1958

SECOND CLASS

STATIONS	280 Time Freight	299 Stock Special	312 Mixed	278 Stock Special	270 Time Freight	Car Capacity of sidings, etc. See Rule 61(a) Page 22.
DN-R SALT LAKE CITY YL SA						P
DN-R NORTH YARD YL C	A 5.30AM	A 11.50AM		A 7.15PM	A 10.30PM	DOFT 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	WB 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	
DN CLEARFIELD CF	4.42	11.20		6.23	9.45	WS 56 PX BS 115
ROY	4.35	11.16		6.15	9.35	ES 41 PX
BRIDGE JCT. YL	4.25	11.10		6.06	9.25	P
DN-R OGDEN YL YD RD	4.20 3.50	11.01AM	A 2.15PM	6.00 5.20	9.20 8.40	CDFOPT WYZ
D. & R. G. W. CROSSING						
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 PY BS 67
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 DP BS 70 WYZ
TRENTON	1.57 ²⁷⁷			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 PY 126
(147.5)	Daily	Daily	Daily Except Sunday	Daily	Daily	

Thru Time (4.50) (0.19) (0.35) (5.15) (1.10)
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
	259	299	9	103	5	
	Time Freight	Stock Special	Passenger	Streamliner Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
DOPT WYZ	8.30AM	4.15PM				0.0
I						0.7
AIP						2.3
122 P						4.4
P			10.25PM	7.50PM	9.30AM	0.0
P						1.3
AIP						1.5
AJP						1.7
122 P						4.8
125 P					s 9.57	15.7
AIP						10.8
122 P						19.6
122 PW						27.6
122 PY					s 10.25	35.8
131 P					f 10.33	41.4
122 P					f 10.42	47.9
143 P						60.7
122 P						66.8
137 P						74.1
122 P						79.8
122 PWYZ					f 11.31AM	86.4
123 P						92.1
126 PW						98.7
139 P						109.0
118 PWY			12.25AM	9.39	s 12.11PM	118.1
122 P						125.8
124 PWY			s 12.45		s 12.35	134.6
122 P						144.1
122 P						153.0
123 P						158.1
122 P						168.5
124 P						174.4
123 P					f 1.32	184.0
122 P						194.3
122 P						198.9
DPTWYZ	A 2.30PM	A 9.15PM	A 1.55AM	A 10.51PM	A 2.05PM	207.2

Time-Table No. 30
September 21, 1958

STATIONS

DN-R NORTH YARDYL C
0.7
GRANT TOWER YL
1.6
WEST. PAC. CROSSING YL
2.1
BUENA VISTA

DN-R SALT LAKE CITY YL SA
1.3
EIGHTH SO. ST. YL
0.9
D. & R. G. W. CROSSING YL
0.2
D. & R. G. W. CROSSING YL
0.1
BUENA VISTA

D GARFIELD GF
1.2
D. & R. G. W. CROSSING
2.7
LAKE POINT
3.0
ERDA
3.2
D WARNER DU
3.3
STOCKTON
3.5
D ST. JOHN SJ
12.8
FAUST
3.1
PEHRSON
7.3
LOFGREEN
5.7
BOULTER
5.6
D TINTIC U
6.7
McINTYRE
6.8
JERICHO
10.3
CHAMPLIN
9.1
LYNNDYL
7.7
STRONG
8.8
DN DELTA AK
9.5
VAN
8.9
CLEAR LAKE
5.1
NEELS
8.4
BLOOM
7.9
CRUZ
10.2
BLACK ROCK
9.7
READ
4.6
MURDOCK
8.3
DN-R MILFORD YL FD

CENTRALIZED TRAFFIC CONTROL

(207.2)
Thru Time
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. 30 September 21, 1958	Mile Post	FIRST CLASS			SECOND CLASS			
			10	104	6	256	260		
			Passenger	Streamliner Passenger	Passenger	Time Freight	Time Freight		
DOPT WYZ							A 5.00PM	A 6.00AM	
I									
AIP									
122 P									
P									
P							A 5.05AM	A 8.05AM	A 6.00PM
AIP									
AJP									
122 P									
125 P									
AIP									
122 P									
122 PW									
122 PY									
122 P									
122 PWYZ									
123 P									
126 PW									
139 P									
118 PWY									
122 P									
124 PWY									
122 P									
122 P									
123 P									
122 P									
124 P									
123 P									
122 P									
122 P									
DPTWYZ							10.30AM	11.00PM	

(207.2)
Thru Time (3.35) (3.07) (4.05) (6.30) (7.00)
Average speed per hour 57.8 66.4 50.0 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			Distance from Salt Lake City
	299 Stock Special	259 Time Freight	103 Streamliner Passenger	5 Passenger	9 Passenger	
	Daily	Daily	Daily	Daily	Daily	
DPTWYZ	9.25PM	3.15PM	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 P						299.4
133 P						308.7
44 P						311.7
83 P						315.6
122 P						319.7
122 DPWY			12.55AM	s 5.15	s 4.35	324.5
122 P						329.5
122 P						334.1
122 P						339.1
122 P						345.6
145 P						349.5
122 P						354.9
102 PW						364.9
122 P						370.6
69 P						375.5
122 P						381.1
136 P						386.1
122 P						390.6
122 PY				f 7.20		400.9
122 P						410.5
122 P						421.0
74 P						426.5
122 P						432.0
122 P						437.0
122 P						445.3
DPTWYZ	A 4.45AM	A 11.30PM	A 3.30AM	A 8.35PM	A 7.20AM	449.8

Time-Table No. 30

September 21, 1958

STATIONS

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

CENTRALIZED TRAFFIC CONTROL

(7.20) (8.15) (4.36) (6.20) (6.15) Thru Time
33.0 29.4 52.7 38.3 46.2 Average speed per hour

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

THIRD SUBDIVISION

EASTWARD

Car Capacity of sidings, etc. See Rule 6(A) Page 22	Time-Table No. 30 September 21, 1958	Mile Post	FIRST CLASS			SECOND CLASS	
			104 Streamliner Passenger	6 Passenger	10 Passenger	256 Time Freight	260 Time Freight
			STATIONS				
DPTWYZ	DN.R MILFORD YL FD	578.8	A 4.55AM	A 1.45PM	A 1.20AM	A 9.45AM	A 10.30PM
123 P	6.1	571.7					
122 P	10.1	561.6					
122 P	8.8	554.8					
122 P	4.3	550.5					
122 PY	9.1	541.4	425	s 1.10	s 12.45AM		
122 P	9.9	531.5					
122 PW	4.8	526.7		f 12.48			
122 P	10.9	518.8					
122 PY	6.0	509.8		f 12.33PM			
122 P	8.8	501.2					
127 PY	7.5	493.7					
122 P	4.4	489.3					
122 P	4.7	484.6					
133 P	9.3	475.3					
44 P	3.0	472.3					
83 P	3.9	468.4					
122 P	4.1	464.3					
122 DPWY	4.8	459.5	2.49	s 11.10AM	s 11.00PM		
122 P	5.0	454.5					
122 P	4.6	449.9					
122 P	5.0	444.9					
122 P	6.5	438.4					
146 P	3.9	434.5					
122 P	5.4	429.1					
102 PW	10.0	419.1					
122 P	5.6	413.5					
69 P	5.0	408.6					
122 P	5.8	402.9					
136 P	4.5	397.9					
122 P	10.3	393.4					
122 PY	9.8	383.1		s 9.11			
122 P	9.8	373.5					
122 P	10.5	363.0					
74 P	5.5	357.5					
122 P	5.5	352.0					
122 P	6.0	347.0					
122 P	8.3	338.7					
DPTWYZ	DN.R LAS VEGAS YL VG	334.2	12.20AM	8.20AM	8.15PM	2.00AM	2.45PM

Thru Time (4.35) (6.25) (5.05) (7.45) (7.45)
Average speed per hour 52.9 44.8 47.7 31.3 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		Distance from Salt Lake City	Time-Table No. 30 September 21, 1958		Mile Post	SECOND CLASS				
	307 Mixed	305 Mixed		308 Mixed	306 Mixed						
	Daily Except Sunday	Daily Except Sunday		STATIONS							
DOPT WYZ		2.00AM	0.0	DN-R	SALT LAKE CITY YL C	36.3		A 12.15AM			
			1.3		EIGHTH SOUTH ST. YL	37.6		12.05AM			
IP			2.1		D. & R. G. W. CROSSING YL	38.4					
			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	12.6		SANDY	48.9		f 11.20			
48 P		s 3.05	17.1	D	DRAPER A	782.9		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	701.3					
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 V	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 P	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		89.2	D	NEPHI NI	710.8	s 5.10				
125 P	f 1.35		103.7		JUAB	696.3	f 4.45				
125 P	f 2.15		118.9		PARLEY	681.1	f 4.15				
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 Average speed per hour			(2.85) 33.6	(3.15) 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. 30 September 21, 1958		Mile Post	SECOND CLASS				
	303 Mixed	Daily Except Sunday		304 Mixed							
	Daily Except Sunday	Daily Except Sunday		STATIONS							
DPWYZ	5.30AM		0.0	DN-R	CACHE JCT. YL CJ	0.0	A	3.00PM			
10			4.8		PETERSBORO (Spur)	4.8					
35	f 5.55		8.6		MENDON	8.6	f	2.15			
19 P	f 6.15		13.8	D	WELLSVILLE	13.8	f	1.55			
25			14.5		HILLS	14.5					
22	f 6.30		17.6		HYRUM	17.6	f	1.30			
13			20.2		HOLT	20.2					
85 PWYZ	s 6.55		24.1	D	LOGAN YL Q	24.1	s	1.10			
20			26.4		GREENVILLE	26.4					
15 P	f 7.22		31.5	D	SMITHFIELD YL	31.5	f	12.30			
33 P	f 7.45		37.4	D	RICHMOND YL	37.4	f	12.01PM			
			41.5	D	LEWISTON (Spur)	41.5					
35 P	f 8.25		43.8	D	FRANKLIN	43.8	f	11.20AM			
24	f 8.35		48.0		WHITNEY YL	48.0	f	11.08			
22 Y	A 9.30AM		50.8	D-R	PRESTON YL PN	50.8		11.00AM			
					(50.8)		Daily Except Sunday				
	(4.00) 12.7		Thru Time Average speed per hour			(4.00) 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	Distance from Brigham City	Time-Table No. 30			Mile Post	SECOND CLASS	Mile Post
	311		September 21, 1958				312	
	Mixed						Mixed	
	Daily Except Sunday		STATIONS					
WS 114 ES 67	PY	0.0	DN-R	BRIGHAM CITY YL	BM	0.0	A	1.15PM
51	f	5.6		CORINNE		5.6	f	12.57
24	f	8.1		CROPLEY		13.7	f	12.40
46	P	4.1	D	TREMONTON YL		17.8	s	12.30
19	PY	2.0	D	GARLAND YL		19.8	s	12.20
20	f	5.2		FIELDING		25.0	f	12.05PM
30	PY	26.5	D-R	MALAD YL	MV	51.5		11.01AM
				(51.5)				Daily Except Sunday
		(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. 30		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22	Time-Table No. 30		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22	Time-Table No. 30		Mile Post
	September 21, 1958				September 21, 1958				September 21, 1958		
	STATIONS				STATIONS				STATIONS		
WS 56 CS 115	PX	DN	0.0	19	Y	D	0.0	46	D	TREMONTON YL	0.0
			0.3				3.4			SUNSET YL	5.1
			0.3				5.8				5.1
45			2.1	9			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. 30			Mile Post	SECOND CLASS	Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22	Time-Table No. 30		Mile Post			
	417		September 21, 1958				418			September 21, 1958					
	Local Freight						Local Freight								
	Daily Except Sunday		STATIONS						STATIONS						
122 128	PY	0.0	DN-R	LUND YL	UN	0.0	A	11.45AM	120	YZ	D	R	IRON SPRINGS YL	GS	0.0
120		9.4		AVON		9.4		11.27					DESERT MOUND		4.5
120	YZ	10.9	D-R	IRON SPRINGS YL	GS	20.3		11.05					COMSTOCK		10.9
Loop 43		12.2	D-R	CEDAR CITY YL	CD	32.5		10.30AM					IRON MOUNTAIN YL	LMN	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. 30		Mile Post
	September 21, 1958		
	STATIONS		
122 13	PY	D	0.0
			5.1
11			5.1
11			10.8
			4.6
			1.9
			14.8
			1.9
			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. 30			Mile Post	SECOND CLASS	Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 22	Time-Table No. 30		Mile Post		
	403		September 21, 1958				404			September 21, 1958				
	Local Freight						Local Freight							
	Monday Wednesday Friday		STATIONS						STATIONS					
ES 119 WB 113 DPWY		0.0	DN-R	CALIENTE YL	CS	0.0	A	2.45PM	124 188	PW	DN	DELTA YL	AKI	0.0
		14.5		PANACA		14.5	f	1.30	10			GREENWOOD (Spur)		21.7
		18.2		PIOCHE YL	RM	32.7		12 01PM	26	Y	D	FILLMORE YL	FI	32.2
				(32.7)				Monday Wednesday Friday				(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
DLS Stock Trains: Where not otherwise restricted.			60	Derricks with 4-wheel trucks.			35
Inspection bus cars.		40	40	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			20
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling company roadway machines on their own wheels, except wrecking derricks: Straight track.			30
Within yard limits— Protected by continuous block signal system.	60	50	25	On curves.			25
Not protected by continuous block signal system.	50	40	25	On branch lines.			15
At North Yard.	50	40	25	Trains handling scale test cars: On main track.			30
On branch lines.	30	30	15	On branch lines.			20
Diesel passenger locomotive operated without train.			25	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
All lesser speed restrictions specified for passenger trains will govern.				Trains handling air-dump cars.			35
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Between Milford and Black Rock.			30
1870 class Locomotives: On Main Track.			50	Between Black Rock and Lynndyl.			40
On Provo Subdivision.			25	Between Lynndyl and Salt Lake via Tintic.			40
On Branch Lines.			20	Between Lund and Modena.			30
1500 class Diesel road freight locomotives.		50	50	Between Modena and Las Vegas.			40
Diesel yard switch locomotives in road service.			35	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
Steam locomotives running backward.		20	20	When using cross-overs or turn-outs.	15	15	15
3800 class locomotives.		60	50	When using No. 14 turn-outs.	25	20	20
3700 and 3900 class locomotives.		65	50	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
MacArthur type locomotives with 63-inch drivers.		55	50	Wye tracks.	6	6	6
Consolidation type locomotives.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track.			25
Trains handling dead steam locomotives: With a side rod or main rod removed.			15	On branch lines.			15
With side rods and main rods in place.			25	(Slower speed must be observed where conditions require.)			

**FIRST SUBDIVISION
Between Ogden and McCammon**

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

THIRD SUBDIVISION
Between Las Vegas and Caliente

Maximum speed.	79	79	50	Ute			
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 379.2 and 379.6.	60	50	40
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 380.4 and 380.9.	65	55	45
Apex Between M.P. 356.1 and 356.8.	50	40	30	Farrier			
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Between M.P. 394.0 and 394.2.	60	50	40
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 394.6 and 395.9.	35	35	25
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 397.5 and 398.6.	45	35	25
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Hoya			
Between M.P. 369.1 and 369.4.	70	60	50	Between M.P. 403.7 and 419.7.	35	35	25
				Carp			
				Between M.P. 425.4 and 426.2.	55	45	35
				Between M.P. 427.9 and 428.2.	55	45	35
				Between M.P. 429.1 and 429.2.	60	50	40
				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.	Pass.	Fr.		Str.	Pass.	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. 466.0 and 466.9.	40	35	25	Between M.P. 495.0 and 497.3.	30	25	20
Minto				Maximum Speed at any point between M.P. 500.0, near Uvada, and Farrier.	70	60	50
Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada			
Between M.P. 469.1 and 477.3.	30	25	20	Between M.P. 502.0* and 502.5 (See Note).	70	60	50
Between M.P. 479.1 and 479.5.	40	30	25	Milford			
Between M.P. 479.8 and 480.0.	50	40	25	Between M.P. 576.5* and 577.2 (See Note).	20	20	20
Between M.P. 480.4 and 481.6.	30	25	20				
Acoma							
Between M.P. 484.4* and 486.6 (See Note).	60	50	40				
Between M.P. 486.8 and 488.7.	30	30	25				

PROVO SUBDIVISION
Between Lynndyl and Salt Lake City

Maximum speed.	50	40	40	Lehi			
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
Between M.P. 674.8 and 686.2.	30	30	25	Draper			
Mills				Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 691.8 and 694.4.	40	30	25	Sandy			
Nephi (See Note)				Between M.P. 49.0* and 46.2 (See Note).	40	40	30
City Limits, between M.P. 710.0 and 711.8**.	20	20	20	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Santaquin				Atwood			
Between M.P. 732.6 and 733.5.	40	30	25	Midvale Smelter Trackage.			12
Provo				Between M.P. 46.2 and 40.3.	30	30	20
Between M.P. 751.8 and 758.5.	20	20	20	(See Note).			
Geneva				Between M.P. 40.3* and Salt Lake City.	15	15	15
Over Road Crossings in Steel Plant.			15	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Pleasant Grove				Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City—All trains and engines using main tracks along Third West Street must consume no less than six minutes between First South Street and Ninth South Street.			
Wasatch Oil Spur.			10	Salt Lake City			
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	
	Pass.	Fr.		Pass.	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. Eureka, within city limits.		6	Mead Lake Branch Maximum Speed.		25
Fillmore Branch.		30	Between M.P. 1.6 and 2.3.		20
			Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.

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
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"	42.8
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"	34.8
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1' 1"	60.	1'55"	31.3
39"	92.3	1' 2"	59.	2'	30.
40"	90.	1' 3"	58.	2'15"	26.6
41"	87.8	1' 4"	57.1	2'30"	24.
42"	85.7	1' 5"	56.2	2'45"	21.8
43"	83.7	1' 6"	55.3	3'	20.
44"	81.8	1' 7"	54.5	3'30"	17.1
45"	80.	1' 8"	53.7	4'	15.
46"	78.3	1' 9"	52.9	5'	12.
47"	76.6	1' 10"	52.1	6'	10.
48"	75.	1'11"	51.4	7'	8.6
49"	73.5	1'12"	50.7	8'	7.6
50"	72.		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	West	Logan Sugar Factory Spur	21.7	1.0 Mile	East	Level
Oxford	81.3	Elevator Spur 16	East	Level	Mill Spur	44.4	15	West	East
Beers	72.3	9	East	East	Malad Branch				
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	Eureka Branch				
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	Silver City Branch				
		Team Track 25	Both	Level	Silver City	1.5	12	East	East
Harrisville	4.7	32 P	Both	Level	Cedar City Branch				
Browning	2.7	29	Both	West	Kaiser	22.5	118	Both	East
Lodjic	2.3	Spur 0.5 Mi. X	East	West	Stock Yards	29.9	Stock Track 28 P Stock Spur 0.5 Mi.	West	East
Layton Sugar Factory Spur	13.8	50 X	East	East	Pioche Branch				
Pioneer	29.7	60	Both	East	Peck	6.0	2	West	East
Becks	32.9	Old Siding 88 P Advance Track 68	Both	East	Prince Branch				
					Mendha	4.2	3	East	East
Second Subdivision					Caselton	6.5	Yard	East	West
Industrial Center Spur	779.9	64 P	West	East	Prince	8.6	4	Both	West
Bauer	744.8	33 P	Both	East	Mead Lake Branch				
Clover	732.8	Gov't Yard P	East	East	Standard Oil Co.	3.1	6	East	East
Oasis (3)	644.4	33 P	Both	West	Arrowhead	3.3	20	West	East
Borden	620.9	4 P	West	East	Seven Arrow Gypsum	9.3	7	East	West
Pumice	604.8	16 P	Both	East	Amber	9.5	5	East	West
Third Subdivision					Virgin	12.8	6	Both	West
Barclay (3)	478.7	18 P	East	West	Glassand	13.7	20	West	West
Hoya Pit (3)	401.5	70 P	Both	West					
Arrolime	353.8	31 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
Valley	342.4	Gov't Ordnance Spur 4.0 Mi. Old Siding 38 P Industry 14 Nellis Air Base Spur 2.7 Mi.	Both Both West	West West East					
Provo Subdivision									
Officer	38.9	83 P	Both	East					
Burton	39.5	21	Both	East					
Walton	41.1	16	West	East					
Bentz	42.2	9	West	West					
Atwood	45.9	Team Track 17 P Spur 11	Both West	West West					
Cushing	47.5	27	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	98	East	West					
Hardy Beet Spur	761.8	27	West	East					
Bunker Spur	759.9	12	East	East					
Gatex	756.1	Industrial Spur	East	West					
Ironton	754.1	108	East	West					
Benjamin	741.6	28	Both	West					
Santaquin	730.7	8	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 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
First Subdivision					Third Subdivision				
Arimo	104.7	36	Both	West	Upton	571.7	14	Both	East
Virginia	100.0	Old Siding 54	Both	West	Thermo	561.6	14	Both	West
		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	Gait	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
					Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	8	East	West
					Wann	338.7	16	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	22	Both	East	Draper	782.9	48	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	41	Both	West
Faust	723.3	35	Both	East	Geneva	758.0	73	Both	West
Pehrson	717.2	15	Both	East	Springville	748.0	25	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	16	Both	East
Boulter	704.2	22	Both	East	Starr	722.0	14	West	West
McIntyre	691.9	22	Both	West	Juab	696.3	34	Both	West
Jericho	685.3	30	Both	West					
Champlin	675.0	22	Both	West					
Strong	658.2	22	Both	West					
Van	639.9	22	Both	West					
Clear Lake	631.0	22	Both	East					
Neels	625.9	22	Both	East					
Bloom	617.5	22	Both	Level					
Cruz	609.6	23	Both	Level					
Black Rock	599.4	22	Both	East					
Read	589.7	22	Both	East					
Murdock	585.1	22	Both	East					
					Cache Valley Branch				
					Hyrum	17.6	House 22	Both	East
					Richmond	37.4	House 18	Both	West
					Lewiston	41.5	Sugar Spur 1.46 Mi.	West	East
					Malad Branch				
					Corinne	5.6	Stock 22 House 36	Both Both	Level Level

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.