



**UNION PACIFIC RAILROAD COMPANY**

South-Central District



**UTAH DIVISION  
TIME-TABLE  
No. 31**

**Effective Sunday,  
January 11, 1959  
at 12:01 A.M. MOUNTAIN TIME**

*Safety Always  
Makes a Suggestion*

**FOR EMPLOYEES ONLY**







**WESTWARD**

**FIRST SUBDIVISION**

Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS				FIRST CLASS				Distance from Salt Lake City	Time-Table No. 31 January 11, 1959	STATIONS	Car Capacity of sidings, etc. See Rule 6(A) Page 18
	277 Time Freight	279 Time Freight	251 Time Freight	311 Mixed	35 Passenger	104 Streamliner Passenger	33 Passenger	10 Passenger				
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily				
P					6.30PM	8.25AM		5.05AM	0.0	DN-R SALT LAKE CITY YLSA DS	P	
DOPT WYZ	9.00PM	7.05PM	6.00AM						1.0	1.0	DOPT WYZ	
FX	9.10	7.15	6.10		6.41	8.33		5.16	5.2	4.2	FX	
FX					6.44	8.36		5.19	8.2	3.0	FX	
WS 72 PX	9.25	7.27	6.27		6.50			5.25	15.0	6.8	WS 72 PX	
CS 133 P	9.32	7.33	6.35		6.55	8.45		5.30	19.6	4.6	CS 133 P	
	9.36	7.36	6.40		6.57			5.32	21.8	2.2		
WS 56 ES 115 PX	9.43	7.43	6.50		7.01			5.36	26.5	4.7	WS 56 ES 115 PX	
ES 41 PX	9.50	7.48	6.55		7.05	8.54		5.40	30.2	3.7	ES 41 PX	
P	9.59	7.55	7.04		7.11	8.58		5.46	35.3	6.1	P	
CDFOPT WYZ	10.10	8.05	7.25	5.50AM	7.30	A 9.10AM	6.30AM	A 6.00AM	36.3	1.0	CDFOPT WYZ	
	11.15	8.45 <sup>34</sup>	8.15		8.50				37.0	0.7		
122 P	11.25	8.59 <sup>35</sup>	8.25	6.05 <sup>36</sup>	8.59 <sup>279</sup>		6.39		37.9	0.9	122 P	
120 P	11.37	9.09	8.37	f 6.16	9.06		6.46		45.1	0.9	120 P	
120 P	11.45	9.16	8.45	f 6.24	9.11		6.51		50.3	0.9	120 P	
WS 114 ES 67 FY	11.55PM	9.27	8.55	A 6.40AM	s 9.20		s 7.02		57.4	0.9	WS 114 ES 67 FY	
120 P	12.10AM	9.39	9.10		9.31		7.12		66.7	0.9	120 P	
122 P	12.20	9.45	9.20		9.36		f 7.17		72.2	0.9	122 P	
121 P	12.40	9.56	9.40		9.46		7.27		80.9	0.9	121 P	
WS 106 ES 70 DP WYZ	1.30	10.11	10.01		s 10.05		s 7.42		85.1	0.9	WS 106 ES 70 DP WYZ	
123 P	1.57 <sup>280</sup>	10.22	10.20		10.15		s 7.52		93.2	0.9	123 P	
P					10.18		f 7.57		96.9	0.9	P	
121 P	2.20	10.32	10.40		10.23		s 8.06		101.4	0.9	121 P	
121 P	2.40	10.42	11.00		f 10.32		s 8.15		107.3	0.9	121 P	
P					10.36		8.19		111.5	0.9	P	
121 P	2.49	10.51	11.10		10.39		s 8.22		114.6	0.9	121 P	
121 P	2.58	10.59	11.20		10.45		s 8.30		121.0	0.9	121 P	
121 P	3.15	11.13	11.40		f 10.59		s 8.45		131.3	0.9	121 P	
P					11.06		s 8.52		136.3	0.9	P	
122 P	3.30	11.24	11.55AM		11.11		s 8.59		141.0	0.9	122 P	
123 125 IPY	A 3.45AM	A 11.35PM	A 12.10PM		A 11.20PM		A s 9.15AM		147.5	0.9	123 125 IPY	

(6.45) 21.8 (4.30) 32.7 (6.10) 23.9 (0.50) 25.3 (4.50) 30.5 (0.45) 48.4 (2.45) 42.6 (0.55) 39.6 ..... Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For conditional stops to discharge or pick up revenue passengers.—See Page 11. For stations not shown on schedule pages.—See Page 17. For setout tracks.—See Page 18. 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. 31 January 11, 1959	Mile Post	FIRST CLASS				SECOND CLASS				STATIONS	Car Capacity of sidings, etc. See Rule 6(A) Page 18
		36 Passenger	103 Streamliner Passenger	34 Passenger	9 Passenger	280 Time Freight	312 Mixed	278 Stock Special	270 Time Freight		
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
	3.63	A 8.35AM	A 6.40PM		A 10.05PM					DN-R SALT LAKE CITY YLSA DS	P
	35.3				A 5.30AM		A 7.15PM	A 10.30PM		1.0	DOPT WYZ
	31.1	8.20	6.30		9.52		6.58	10.20		4.2	FX
	28.1	8.17	6.27		9.49		6.51	10.13		3.0	FX
	21.8	8.11			9.43		6.40	10.03		6.8	WS 72 PX
	16.7	8.07			9.39		6.33	9.56		4.6	CS 133 P
	14.5	8.05	6.15		9.37		6.30	9.53		2.2	
	9.8	8.01			9.32		6.23	9.45		4.7	WS 56 ES 115 PX
	6.1	7.57	6.08		9.27		6.15	9.35		3.7	ES 41 PX
	1.0	7.50	6.02		9.20		6.06	9.25		6.1	P
	0.0	7.45	5.55PM	A 8.45PM	9.15PM		4.20	9.20		1.0	CDFOPT WYZ
		6.15			3.50	A 2.15PM	5.20	8.40		0.7	
	0.7									0.9	
	1.6	6.05 <sup>311</sup>			8.35		3.40	2.01	5.07	0.9	122 P
	8.8	5.58			8.28		3.27	1.50	4.53	0.9	120 P
	14.0	5.53			8.23		3.20	1.42	4.45	0.9	120 P
	21.1	s 5.45			s 8.15		3.10	1.30PM	4.35	0.9	WS 114 ES 67 FY
	30.4	5.29			8.03		2.55		4.18	0.9	120 P
	35.9	5.24			7.58		2.47		4.10	0.9	122 P
	44.6	5.14			7.49		2.35		3.55	0.9	121 P
	48.8	s 5.00			s 7.35		2.15		3.35	0.9	WS 106 ES 70 DP WYZ
	56.9	4.47			s 7.21		1.57 <sup>277</sup>		3.22	0.9	123 P
	60.6	f 4.44			s 7.16					0.9	P
	65.1	4.40			s 7.10		1.47		3.11	0.9	121 P
	71.0	f 4.34			s 7.02		1.38		3.01	0.9	121 P
	75.2	4.30			6.57					0.9	P
	78.3	4.27			6.54		1.28		2.50	0.9	121 P
	84.7	4.21			6.48		1.18		2.40	0.9	121 P
	95.0	s 4.10			s 6.37		1.05		2.25	0.9	121 P
	100.0	4.03			6.30					0.9	P
	104.7	s 3.58			s 6.25		12.52		2.12	0.9	122 P
	111.2	s 3.50AM			s 6.15PM		12.40AM		2.00PM	0.9	123 125 IPY

(147.5) Daily Daily Daily Daily Daily Daily Except Sunday Daily Daily

Thru Time ..... (4.45) (0.45) (2.30) (0.50) (4.50) (0.45) (5.15) (4.40) Average speed per hour ..... 31.1 48.4 44.5 43.6 30.5 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 conditional stops to discharge or pick up revenue passengers.—See Page 11. For stations not shown on schedule pages.—See Page 17. For setout tracks.—See Page 18. No. 34 will not stop at Dayton on Sundays, or at Arimo, Weston, Cornish and Trenton on Sundays and holidays, for mail and express.



**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD**

Car Capacity of sidings, etc. See Rule 6(A) Page 18	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 31 January 11, 1959	Mile Post	FIRST CLASS		
	9 Passenger	103 Streamliner Passenger	5 Passenger				10 Passenger	104 Streamliner Passenger	6 Passenger
	Daily	Daily	Daily						
					<b>STATIONS</b>				
					DN-R NORTH YARDLC 0.7	36.3			
					GRANT TOWER YL 1.6	36.0			
					WEST. PAC. CROSSING YL 2.1	781.3			
					<b>BUENA VISTA</b> 3.1	779.2			
					DN-R SALT LAKE CITY YL 1.3	36.3	A 4.45AM	A 8.15AM	A 5.50PM
					EIGHTH SO. ST. YL 0.2	37.6			
					D. & R. G. W. CROSSING YL 0.2	37.8			
					D. & R. G. W. CROSSING YL 3.1	38.0			
					<b>BUENA VISTA</b> 10.9	779.2	4.25	7.57	5.30
					D GARFIELD GF 1.2	768.3			5.20
					D. & R. G. W. CROSSING 2.7	767.1			
					LAKE POINT 3.0	764.4			
					ERDA 3.2	756.4			
					D WARNER DU 5.6	748.2			4.55
					STOCKTON 5.6	742.6			4.48
					D ST. JOHN SJ 8.5	736.1			4.41
					FAUST 12.8	723.3			
					PEHRSON 0.1	717.2			
					LOFGREEN 7.3	709.9			
					BOULTER 5.7	704.2			
					D TINTIC U 5.6	898.6			4.02
					McINTYRE 6.7	891.9			
					JERICO 6.6	885.3			
					CHAMPLIN 10.3	875.0			
					<b>LYNN DYL</b> 9.1	868.9	2.32	6.15	3.23
					STRONG 7.7	858.2			
					DN DELTA AK 8.8	849.4	2.15		3.05
					VAN 0.5	830.9			
					CLEAR LAKE 8.9	831.0			
					NEELS 6.1	825.9			
					BLOOM 8.4	817.5			
					CRUZ 7.9	809.6			
					BLACK ROCK 10.2	599.4			2.17
					READ 9.7	589.7			
					MURDOCK 4.6	585.1			
					DN-R MILFORD YL FD 8.3	576.8	1.10AM	5.03AM	1.55PM
					(207.2)		Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

(3.30) (3.02) (4.35) ..... Thru Time ..... (3.35) (3.12) (3.56)  
59.2 68.3 46.2 ..... Average speed per hour ..... 57.8 64.7 62.5

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

**WESTWARD**

**THIRD SUBDIVISION**

**EASTWARD**

Car Capacity of sidings, etc. See Rule 6(A) Page 18	FIRST CLASS			Distance from Salt Lake City	Time-Table No. 31 January 11, 1959	Mile Post	FIRST CLASS		
	103 Streamliner Passenger	5 Passenger	9 Passenger				104 Streamliner Passenger	6 Passenger	10 Passenger
	Daily	Daily	Daily						
					<b>STATIONS</b>				
					DN-R MILFORD YL FD 5.1	576.8	A 5.00AM	A 1.45PM	A 1.00AM
					UPTON 10.1	571.7			
					THERMO 6.8	561.6			
					NADA 4.3	554.8			
					LATIMER 9.1	550.5			
					DN LUND UN 9.9	541.4	4.30	s 1.10	s 12.25AM
					ZANE 4.8	531.5			
					BERYL 10.9	526.7			12.48
					HEIST 6.0	515.8			
					D MODENA NA 8.6	509.8			12.33PM
					UVADA 7.5	501.2			
					CRESTLINE 4.4	493.7			
					BROWN 4.7	489.3			
					ACOMA 9.3	484.6			
					ISLEN 3.0	475.3			
					LITTLE SPRINGS 3.9	472.3			
					MINTO 4.1	468.4	2.54		
					ECCLES 4.8	464.3			
					DN CALIENTE YL CS 5.0	450.5			s 11.10AM s 10.42PM
					ETNA 4.6	454.5			
					STINE 5.0	449.9			
					BOYD 6.5	444.9			
					ELGIN 3.9	438.4			
					KYLE 5.4	434.5			
					LEITH 10.0	429.1			
					CARP 5.6	419.1			
					VIGO 5.0	413.5			
					GALT 5.6	408.5			
					HOYA 5.0	402.9			
					ROX 4.5	397.9			
					FARRIER 10.3	393.4			
					D MOAPA MA 9.6	383.1			s 9.11
					UTE 10.5	373.5			
					DRY LAKE 5.5	363.0			
					GARNET 5.5	357.5			
					APEX 5.0	352.0			
					DIKE 8.3	347.0			
					WANN 4.5	338.7			
					DN-R LAS VEGAS YL VG 4.5	334.2	12.25AM	8.20AM	8.00PM
					(242.6)		Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

(4.40) (6.20) (5.15) ..... Thru Time ..... (4.35) (5.25) (5.00)  
51.9 38.3 46.2 ..... Average speed per hour ..... 52.9 44.8 48.5

For conditional stops to discharge or pick up revenue passengers.—See Page 11.

No. 9 will not stop at Modena on Sundays for mail and express. No. 6 will not stop at Moapa on Sundays for express.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.



WESTWARD			PROVO SUBDIVISION			EASTWARD		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Distance from Salt Lake City	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS		
	307 Mixed Daily Except Sunday	305 Mixed Daily Except Sunday				308 Mixed	306 Mixed	
				<b>STATIONS</b>				
		2.00AM	0.0	DN-R SALT LAKE CITY YL SA	86.3	A 12.15AM		
			1.3	1.3 EIGHT 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			
		2.20	4.7	1.3 HUSLERS YL	41.0	11.50PM		
		f 2.30	7.3	2.6 MURRAY YL FN	43.6	f 11.40		
		2.35	7.9	0.6 PALLAS YL	44.2	11.35		
			11.4	3.5 D. & R. G. W. GAUNTLET	47.7			
		f 2.50	12.6	1.2 SANDY	48.9	f 11.20		
		s 3.05	17.1	4.5 DRAPER A	782.9	s 11.10		
		f 3.25	24.5	7.4 MOUNT	775.5	f 10.50		
		f 3.45	29.0	4.5 CUTLER	771.0	f 10.30		
		f 4.05	30.5	1.5 LEHI HI	769.5	f 10.20		
		f 4.15	33.6	3.0 AMERICAN FORK AF	766.5	f 10.00		
		f 4.35	36.5	3.0 PLEASANT GROVE GO	763.5	f 9.40		
			38.7	2.2 PIPEMILL YL	761.3			
		f 4.45	42.0	3.3 D GENEVA YL G	758.0	f 9.20		
			42.7	0.7 D. & R. G. W. CROSSING	757.3			
		11.00AM A 5.15AM	47.3	4.6 DN-R PROVO YL UR	752.7	A 6.20PM 9.00PM		
		f 11.10	52.0	4.7 SPRINGVILLE	748.0	f 6.09		
		s 11.25	55.6	3.6 SPANISH FORK SF	744.4	f 6.03		
		s 11.45AM	63.2	7.8 PAYSON CN	736.8	f 5.52		
		f 12.25PM	78.0	14.8 STARR	722.0	f 5.27		
		s 1.05	89.2	11.2 NEPHI NI	710.8	s 5.10		
		f 1.35	103.7	14.5 JUAB	696.3	f 4.45		
		f 2.15	118.9	15.2 PARLEY	681.1	f 4.15		
		A 3.00PM	134.1	15.2 LYNDYL YL	665.9	3.45PM		
				(134.1)				
						Daily Except Sunday	Daily Except Saturday	
	(4.00) 21.7	(3.15) 14.5		Thru Time	(2.35) 33.6	(3.15) 14.6		
				Average speed per hour				

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 307 is superior to No. 308.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

WESTWARD		CEDAR CITY BRANCH			EASTWARD		Westward IRON MOUNTAIN BRANCH Eastward		
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post
				<b>STATIONS</b>				<b>STATIONS</b>	
122 188 PY		7.00AM DN-R		LUND YL UN	0.0	A 11.45AM		YZ D-R IRON SPRINGS YL GS	0.0
		7.20		9.4 AVON	9.4	11.27		4.5 DESERT MOUND	4.5
		7.45		10.9 D-R IRON SPRINGS YL GS	20.3	11.05		6.4 COMSTOCK	10.0
Loop 43		A 8.20AM D-R		12.2 CEDAR CITY YL CD	32.5	10.30AM		4.0 Y D IRON MOUNTAIN YLMN	14.0
				(32.5)				(14.9)	
				Daily Except Sunday					
	(1.20) 24.8			Thru Time	(1.16) 26.0				
				Average speed per hour					

WESTWARD		MEAD LAKE BRANCH			EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post
				<b>STATIONS</b>		
123 PY		D MOAPA MA	0.0	5.1		
		13 NARROWS	5.1	5.1		
		11 LOGANDALE	10.2	11		
		11 OVERTON	14.8	1.9		
		y MEAD LAKE (Spur)	16.7	(16.7)		

WESTWARD		PIOCHE BRANCH			EASTWARD		Westward FILLMORE BRANCH Eastward			
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS	Time-Table No. 31 January 11, 1959	Mile Post	
										403 Local Freight Monday Wednesday Friday
				<b>STATIONS</b>				<b>STATIONS</b>		
WS 113 DEWY		7.30AM DN-R		CALIENTE YL CS	0.0	A 2.45PM		124 186 PW Y DN	DELTA YL AH	0.0
		f 8.20		14.5 PANACA	14.5	f 1.30		26 Y D	FILLMORE YL FI	32.2
		y A 9.45AM		18.2 PIOCHE YL RM	32.7	12.01PM			(32.2)	
				(32.7)						
				Daily Except Sunday						
	(2.15) 14.0			Thru Time	(2.44) 11.9					
				Average speed per hour						

Eastward trains are superior to trains of the same class in the opposite direction, except that No. 403 is superior to No. 404, and No. 417 is superior to No. 418.—See Rule 72.

For stations not shown on schedule pages.—See Page 17.

For setout tracks.—See Page 18.

Westward		CACHE VALLEY BRANCH		Eastward	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Distance from Cache Jct.	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS
	303 Mixed				304 Mixed
	Daily Except Sunday		<b>STATIONS</b>		
DPWYZ	5.30AM	0.0	DN-R <b>CACHE JCT. YL</b> 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	2.6 HOLT	20.2	
36	PWYZ s 6.55	24.1	3.0 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	5.9 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 17.  
For setout tracks.—See Page 18.

WESTWARD		MALAD BRANCH		EASTWARD	
Car Capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS	Distance from Brigham City	Time-Table No. 31 January 11, 1959	Mile Post	SECOND CLASS
	311 Mixed				312 Mixed
	Daily Except Sunday		<b>STATIONS</b>		
WS 114 BS 67 PY	7.30AM	0.0	DN-R <b>BRIGHAM CITY YL</b> BM	0.0	A 1.15PM
51	f 7.45	5.6	5.8 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 <b>TREMONTON YL</b>	17.8	s 12.30
19	PY s 8.30	19.8	2.0 <b>GARLAND YL</b>	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 <b>MALAD YL</b> 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 18	Time-Table No. 31 January 11, 1959		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 31 January 11, 1959		Mile Post	Car Capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 31 January 11, 1959		Mile Post	
	STATIONS				STATIONS				STATIONS			
WS 56 CS 115 PX	DN	<b>CLEARFIELD YL</b> CF	0.0	19	Y	D	<b>GARLAND YL</b>	0.0	46	D	<b>TREMONTON YL</b>	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
45		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 17.  
For setout tracks.—See Page 18.

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.



**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 15 25	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines. Trains handling air-dump cars.			20 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 40	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 40 30 40
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
1870 class Locomotives: On Main Track. On Provo Subdivision. On Branch Lines.			50 25 20	When using cross-overs or turn-outs. When using No. 14 turn-outs.	15 25	15 20	15 20
Diesel yard switch locomotives in road service.			35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20
Steam locomotives running backward.		20	20	Wye tracks.	6	6	6
3800 class locomotives.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track. On branch lines. (Slower speed must be observed where conditions require.)			25 15
3700 and 3900 class locomotives.		65	50				
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.	85	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
Wheclon 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	North Yard Between M.P. 34.8 and passenger station.	25	25	15
Roy Between M.P. 8.7 and 9.1.	79	70	50	Salt Lake City			
Kaysville Between M.P. 20.9 and 21.2.	70	60	50				
Farmington Between M.P. 22.3 and 22.5.	70	60	50				

**WITHIN OGDEN TERMINAL LIMITS, O.U.R.&D. SPEED RESTRICTIONS APPLY**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and Balloon Track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U.P. and S.P. roundhouses and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

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



**SECOND SUBDIVISION**  
Between Milford and Salt Lake City

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	79	50	Erda			
Milford				Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Between M.P. 576.5* and 577.2 (See Note).	20	20	20	Between M.P. 760.9 and 761.9.	70	60	50
Between M.P. 577.5 and 579.0.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Delta				Lake Point			
Between M.P. 651.4 and 651.6.	70	60	50	Kennecott Copper Co. Highline Trackage.			15
Between M.P. 652.9 and 653.2.	70	60	50	D&RGW Crossing at M.P. 767.1.	65	55	45
Between M.P. 655.8 and 656.4.	70	60	50	Between M.P. 767.2 and 767.5.	65	55	45
Lynnndyl				Garfield			
Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Between M.P. 770.1 and 770.5.	70	60	50
Champlin				Buena Vista			
Between M.P. 678.9 and 679.2.	65	55	45	Between M.P. 779.2** and 779.6 (See Note).	70	60	50
Between M.P. 680.5 and 681.0.	60	50	40	Passenger Line—Between Redwood Road and D&RGW railroad crossings.	25	25	25
Between M.P. 682.5 and 684.5.	60	50	40	Passenger Line—D&RGW railroad crossings on Ninth South Street.	20	20	20
Jericho				Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
Between M.P. 685.6 and 689.0.	60	50	40	Freight Line Between Buena Vista and North Yard.	20	20	20
McIntyre				Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 692.8 and 693.4.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Tintic				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.			
Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City			
Between M.P. 702.1 and 703.8.	70	60	50				
Boulter							
Between M.P. 705.8 and 715.9.	55	45	35				
Pehrson							
Between M.P. 719.6 and 721.0.	60	50	40				
St. John							
Between M.P. 742.1 and 744.1.	55	45	35				
Warner							
Between M.P. 754.2 and 755.6.	60	50	40				

**THIRD SUBDIVISION**  
Between Las Vegas and Caliente

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

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

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

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

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	50	40	40	Lehi			
Lynnndyl				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 676.4.	40	40	40	Draper			
Between M.P. 676.4 and 677.7.	20	20	20	Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 677.7 and 686.2.	30	30	25	Sandy			
Mills				Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Between M.P. 691.8 and 694.4.	40	30	25	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Nephi				Atwood			
(See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Midvale Smelter Trackage.			12
Santaquin				Between M.P. 46.2 and 40.3.	30	30	20
Between M.P. 732.6 and 733.5.	40	30	25	(See Note). Between M.P. 40.3* and Salt Lake City.	15	15	15
Provo				Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Between M.P. 751.8 and 758.5.	20	20	20	Salt Lake City—Between Second South and Ninth South Streets.	12	12	12
Geneva				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.			
Over Road Crossings in Steel Plant.			15	Salt Lake City			
Pleasant Grove							
City Limits, between M.P. 762.9 and 764.0.	20	20	20				
Wasatch Oil Spur.			10				
American Fork							
City Limits, between M.P. 765.6 and 767.5.	20	20	20				

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

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



**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Pasgr.	Frnt.		Pasgr.	Frnt.
Bushnell Hospital spur.	10	10	Cedar City Branch	45	35
Malad Branch.		30	Between Lund and Iron Springs.		
Syracuse Branch.		15	Between Iron Springs and Cedar City.	30	30
Clearfield			Between Iron Springs and Cedar City with		
Naval Supply Depot area.		12	trains having GP-7 or GP-9 Diesel units.	25	20
Naval Supply Depot wye.		8	Cedar City Loop Track.	10	10
Roche Beet Spur.		10	Cedar City, oil track No. 12, Commissary spur		
Thatcher Branch.		10	and freight house lead.	5	5
Bear River Branch.		10	Iron Mountain Branch		
Cache Valley Branch			Between Iron Springs and M.P. 5.50.		20
Maximum Speed.		35	Between M.P. 5.50 and Iron Mountain.		15
Between M.P. 13.6 and 13.9.		15	Pioche Branch		
Between M.P. 17.7 and 18.0.		15	Between M.P. 0.0 and 17.0.		25
Between M.P. 42.7 and 43.3.		25	Between M.P. 17.0 and 22.5.		10
Ironton Spur.		15	Between M.P. 22.5 and 25.5.		20
Eureka and Silver City Branches.		12	Between M.P. 25.5 and 32.7.		25
Eureka, within city limits.		6	Prince Branch.		15
Fillmore Branch.		30	Caselton Spur.		10
All trains and engines must move prepared to			Mead Lake Branch		
stop at M.P. 18.5 if track is obstructed with			Maximum Speed.		25
drifting sand at that point.			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

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:**

Salt Lake City	Yardmaster's Office, 18th 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
80"	120.	52"	69.2	1'15"	48.
81"	116.1	53"	67.9	1'20"	46.
82"	112.5	54"	66.5	1'25"	42.3
83"	109.1	55"	65.4	1'30"	40.
84"	105.0	56"	64.2	1'35"	37.9
85"	102.9	57"	63.1	1'40"	36.
86"	100.	58"	62.	1'45"	34.3
87"	97.3	59"	61.	1'50"	32.7
88"	94.7	1' 0"	60.	1'55"	31.3
89"	92.3	1' 1"	59.	2' 0"	30.
90"	90.	1' 2"	58.	2'15"	26.6
91"	87.8	1' 3"	57.1	2'30"	24.
92"	85.7	1' 4"	56.2	2'45"	21.8
93"	83.7	1' 5"	55.3	3' 0"	20.
94"	81.8	1' 6"	54.5	3'30"	17.1
95"	80.	1' 7"	53.7	4' 0"	15.
96"	78.3	1' 8"	52.9	5' 0"	12.
97"	76.6	1' 9"	52.1	6' 0"	10.
98"	75.	1'10"	51.4	7' 0"	8.6
99"	73.5	1'11"	50.7	8' 0"	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 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	Switch Connections	Grade Descending
<b>First Subdivision</b>					<b>Cache Valley Branch</b>				
Marsh Valley	103.0	2 Mi. P	West	West	Logan Sugar	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					
Thorensen	68.5	21	West	East	<b>Malad Branch</b>				
Anderson	63.7	15	Both	East	Chase	3.9	28	West	Level
Utida	62.4	3	East	East	Roche Beet Spur	5.6	3 Miles	East	Level
Morton	58.2	16	Both	Level	Roche		30	East	Level
Cottle	55.7	22	Both	East	Washakie	34.4	8	East	Level
Collinston (2)	40.1	9 P	West	East	Portage	36.7	3	West	Level
Madsen	32.5	21	Both	East	Woodruff	40.5	8	East	West
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry (1)	17.2	Old Siding 52 P	Both	Level	<b>Eureka Branch</b>				
		Team Track 25	Both	Level	Eureka	3.6	Yard	East	East
Harrisville	4.7	32 P	Both	Level					
Browning	2.7	29	Both	West	<b>Silver City Branch</b>				
Lodjic	2.3	Spur 0.5 Mi. X	Both	West	Silver City	1.5	12	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	StockTrack28 P	West	East
		Advance Track 68	Both	East			Stock Spur 0.5 Mi.	West	East
<b>Second Subdivision</b>					<b>Pioche Branch</b>				
Industrial Center					Peck	6.0	2	West	East
Spur	779.9	64 P	West	East					
Bauer	744.8	33 P	Both	East	<b>Prince Branch</b>				
Clover	732.8	Govt. Yard P	East	East	Mendha	4.2	3	East	East
Oasis (3)	644.4	33 P	Both	West	Caselton	6.5	Yard	East	West
Borden	620.9	4 P	West	East	Prince	8.6	4	Both	West
Pumice	604.8	16 P	Both	East					
<b>Third Subdivision</b>					<b>Mead Lake Branch</b>				
Barclay (3)	478.7	18 P	East	West	Standard Oil Co.	3.1	6	East	East
Hoya Pit (3)	401.5	70 P	Both	West	Arrowhead	3.3	20	West	East
Arrolime	353.8	31 P	Both	East	Seven Arrow				
Lovell	344.6	Spur 11 P	West	West	Gypsum	9.3	7	East	West
		Gov't Ordnance			Amber	9.5	5	East	West
Valley	342.4	Spur 4.0 Mi. P	Both	West	Virgin	12.8	6	Both	West
		Old Siding 38 P	Both	West	Glassand	13.7	20	West	West
		Industry 14							
		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	TeamTrack 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	East					
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 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	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
Coulam .....	78.3	30	Both	East	Heist .....	515.8	22	Both	East
Clifton .....	75.2	27	Both	Level	Uvada .....	501.2	22	Both	East
Dayton .....	71.0	35	Both	East	Crestline .....	493.7	22	Both	West
Weston .....	65.1	19	Both	East	Brown .....	489.3	14	Both	West
Cornish .....	60.6	35	Both	Level	Acoma .....	484.6	23	Both	West
Trenton .....	56.9	25	Both	East	Islen .....	475.3	22	Both	West
Wheelon .....	44.6	18	Both	West	Minto .....	468.4	14	Both	West
Dewey .....	35.9	34	Both	East	Eccles .....	464.3	14	Both	West
Honeyville .....	30.4	32	Both	East	Etna .....	454.5	11	East	West
Willard .....	14.0	7	Both	West	Stine .....	449.4	22	Both	West
Hot Springs .....	8.8	17	Both	West	Boyd .....	444.9	12	Both	West
Roy .....	6.1	East Spur 8	East	West	Elgin .....	438.4	22	Both	West
		West Spur 8	East	West	Kyle .....	434.1	21	Both	West
Clearfield .....	9.8	House 15	West	East	Leith .....	429.1	17	Both	West
		No. 1 40	Both	East	Carp .....	419.1	9	Both	West
		No. 2 35	Both	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
					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 .....	48.9	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	<b>Cache Valley Branch</b>				
Strong .....	658.2	22	Both	West	Hyrum .....	17.6	House 22	Both	East
Van .....	639.9	22	Both	West	Richmond .....	37.4	House 18	Both	West
Clear Lake .....	631.0	22	Both	East	Lewiston .....	41.5	Sugar Spur 1.46 Mi.	West	East
Neels .....	625.9	22	Both	East					
Bloom .....	617.5	22	Both	Level	<b>Malad Branch</b>				
Cruz .....	609.6	23	Both	Level	Corinne .....	5.6	Stock 22	Both	Level
Black Rock .....	599.4	22	Both	East			House 36	Both	Level
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.