



UNION PACIFIC RAILROAD COMPANY

South-Central District



**UTAH DIVISION
TIME-TABLE
No. 32**

**Effective Sunday,
April 26, 1959
at 12:01 A.M. MOUNTAIN TIME**

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

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

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

W. B. GROOME, Ass't Superintendent
 Salt Lake City, Utah
 A. E. STRAND, Terminal Superintendent
 Salt Lake City, Utah
 N. D. NELSON, Trainmaster
 Salt Lake City, Utah
 R. G. JONES, Trainmaster
 Salt Lake City, Utah
 W. R. DAVIS, Trainmaster
 Milford, Utah
 F. D. ACORD, Master Mechanic
 Salt Lake City, Utah
 M. DEVEREAUX, Terminal Road Foreman
 of Engines
 Salt Lake City, Utah
 J. B. ROBERTS, 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

First, Second and Third Subdivisions and Branches

McCammon to Caliente

R. D. BRINK, Chief Train Dispatcher
 Salt Lake City, Utah
 L. E. STORRS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 C. W. CARTER, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 R. L. MAUGHAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 T. P. ROGERS, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 R. K. GROUSSMAN, Ass't Chief Train Dispatcher
 Salt Lake City, Utah
 B. F. HYDE, Ass't Chief Train Dispatcher
 Salt Lake City, Utah

Third Subdivision and Branches

Caliente to Las Vegas

R. A. FORBES, Chief Train Dispatcher
 Las Vegas, Nev.
 R. L. GUNDY, Ass't Chief Train Dispatcher
 Las Vegas, Nev.
 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. Scruggs	Surgeon	Las Vegas.
N. Z. Tanner	Surgeon	Layton.
Robt. Skabelund	Surgeon	Lewiston.
R. N. Barlow	Surgeon	Logan.
S. M. Budge	Surgeon	Logan.
O. W. Budge	Surgeon	Logan.
J. Clare Hayward	Surgeon	Logan.
R. O. Porter	Oculist & Aurist	Logan.
E. G. Whitaker	Physician	Magna.
O. H. Mabey	Surgeon	Malad.
J. S. Alley	Surgeon	Midvale.
E. N. Davie	Surgeon	Milford.
D. A. Symond	Surgeon	Milford.
John M. Ball	Surgeon	Murray.
F. H. Beckstead	Surgeon	Nephi.
J. G. Steele	Surgeon	Nephi.
K. A. Stratford	Division Surgeon	Ogden.
Harold V. DeMars	Ear, Nose & Throat	Ogden.
Leo W. Benson	Surgeon	Ogden.
E. D. Flanders	Physician	Ogden.
R. E. Nilsson	Surgeon	Ogden.
R. C. Stocks	Surgeon	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.
H. J. Hartvigsen	Physician	Pocatello.
W. W. Mumford	Surgeon	Pocatello.
E. V. Simison	Oculist & Aurist	Pocatello.
L. N. Diana	Eye Specialist	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. E. Westwood	Surgeon	Provo.
W. G. Noble	Surgeon	Provo.
L. J. Taufer	District Surgeon	Richmond.
Harry Berman	Oculist & Aurist	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. 32 April 26, 1959				Mile Post	FIRST CLASS			
9 Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	5 Passenger Daily		10 Passenger Daily	108 Streamliner Passenger Daily	104 Streamliner Passenger Daily	6 Passenger Daily					
9.05	6.00	5.30	8.00	0.0	MT	OGDEN	MT	0.0	A 6.00	A 8.55	A 9.10	A 7.15	
9.55 10.20	6.45 6.35	6.35 6.35	8.50 9.30	36.3		SALT LAKE CITY		36.3 784.0	5.05 4.40	8.10 8.00	8.25 8.15	6.20 5.45	
12.20	8.49	8.25	12.11	154.4		LYNN DYL		665.9	2.32	6.00	6.15	3.18	
2.05	9.58	9.40	2.15	243.5		MILFORD		576.8	1.10	4.48	5.03	1.50	
2.40	10.25	10.07	3.00	278.9		LUND		541.4	12.25	4.15	4.30	1.05	
4.35	11.55	11.40	5.15	360.8		CALIENTE		459.5	10.42	2.39	2.54	11.05	
7.20 6.35	2.35 1.45	2.20 1.30	8.35 8.05	486.1	MT	LAS VEGAS	MT	334.2	8.00 6.45	12.05 10.55	12.20 11.10	8.15 6.55	
9.40	4.40	4.25	12.10	657.1	PT	YERMO	PT	163.2	3.30	8.05	8.20	3.05	
10.03	4.58	4.43	12.40	670.5		BARSTOW		150.1	3.10	7.46	8.01	2.35	
12.05	6.55	6.40	2.55	751.3		SAN BERNARDINO		67.3	1.00	5.53	6.08	12.35	
12.15	7.04	6.49	3.05	754.8		COLTON		64.5	12.47	5.40	5.55	12.15	
12.30	7.18	7.03	3.25	761.8		RIVERSIDE		57.5	12.35	5.28	5.43	11.59	
			4.05	781.5		ONTARIO		37.8				11.30	
1.05	7.50	7.35	4.20	787.3		POMONA		32.0	12.05	5.00	5.15	11.20	
1.40	8.25	8.10	5.00	813.6		EAST LOS ANGELES		5.7	11.35	4.35	4.50	10.50	
A 2.00	A 8.45	A 8.30	A 5.30	821.0	PT	LOS ANGELES	PT	0.0	11.15	4.15	4.30	10.30	
						(821.0)			Daily	Daily	Daily	Daily	
(17.55) 45.8	(15.45) 52.1	(16.00) 51.3	(22.30) 36.5			Thru Time			(17.45) 46.3	(15.40) 52.4	(15.40) 52.4	(19.45) 41.6	
						Average speed per hour							

WESTWARD CONDENSED TIME-TABLE EASTWARD

FIRST CLASS			Distance from Salt Lake City	Time-Table No. 32 April 26, 1959			Mile Post	FIRST CLASS		
35 Passenger Daily	33 Passenger Daily			36 Passenger Daily	34 Passenger Daily					
7.30			0.0				A 7.30			
8.30 8.30	6.30		36.3				6.40 6.05	A 8.35		
9.20	7.02		57.4				5.35	8.05		
10.05	7.42		85.1				4.56	7.25		
11.20	9.15		147.5				3.35	6.05		
A 11.50	A 9.45		170.2				3.00	5.35		
							Daily	Daily		
(4.20) 39.3	(8.15) 41.2						Thru Time		(4.30) 37.8	
							Average speed per hour		(8.00) 44.6	

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

WESTWARD		FIRST SUBDIVISION							Business from Salt Lake City	Time-Table No. 32		STATIONS
Car capacity of sidings, etc. See Rule 6(A) Page 18.	SECOND CLASS		FIRST CLASS					Mile Post		April 26, 1959		
	277	279	35	6	104	108	33		10	STATIONS		
	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
			7.30PM	6.20PM	8.25AM	8.10AM		5.05AM	0.0	DN-R SALT LAKE CITY YL SA	DS	
DOPT WYZ	9.00PM	7.05PM							1.0	DN-R NORTH YARD YL C	DS	
PX	9.10	7.15	7.40	6.31	8.33	8.18		5.16	5.2	NORTH SALT LAKE	DS	
PX			7.43	6.34	8.36	8.21		5.19	8.2	D WOODS CROSS WC	DS	
WS 73 PX	9.25	7.27	7.49	6.40				5.25	15.0	FARMINGTON	DS	
CS 131 P	9.32	7.33	7.53	6.45	8.45	8.30		5.30	19.8	KAYSVILLE	DS	
	9.36	7.36	7.55	6.47				5.32	21.8	D LAYTON NY	DS	
WS 54 ES 115 PX	9.43	7.43	8.00	6.51				5.36	26.5	DN CLEARFIELD CF	DS	
ES 38 PX	9.50	7.48	8.03	6.55	8.54	8.39		5.40	30.2	ROY	DS	
P	9.59	7.55	8.08	7.01	8.58	8.43		5.46	35.3	BRIDGE JCT. YL	DS	
CDFOPT WYZ	10.10	8.05	8.20							DN-R OGDEN YL	OG YD RD	
	11.15	8.45	8.50	A 7.15PM	A 9.10AM	A 8.55AM	36	6.30AM	A 6.00AM	87.0	D. & R. G. W. CROSSING YL	
119 P	11.25	8.59	8.59					6.39	37.9	S. P. JCT. YL	DS	
120 P	11.37	9.09	9.06					6.46	45.1	HOT SPRINGS	DS	
121 P	11.45	9.16	9.11					6.51	50.3	WILLARD	DS	
WS 115 ES 66 PY	11.55PM	9.27	s 9.20					s 7.02	57.4	DN BRIGHAM CITY YL BM	DS	
121 P	12.10AM	9.39	9.31					f 7.12	66.7	HONEYVILLE	DS	
123 P	12.20	9.45	9.36					f 7.17	72.2	DEWEY	DS	
122 P	12.40	9.56	9.46					7.27	80.9	WHEELON	DS	
WS 107 ES 66 WYZ	1.30	10.11	s 10.05					s 7.42	85.1	DN CACHE JCT. YL CJ	DS	
124 P	1.57	10.22	10.15					s 7.52	93.2	TRENTON	DS	
P			10.18					f 7.57	96.9	CORNISH	DS	
122 P	2.20	10.32	10.23					s 8.06	101.4	WESTON	DS	
122 P	2.40	10.42	f 10.32					s 8.15	107.3	D DAYTON CN	DS	
P			10.36					8.19	111.5	CLIFTON	DS	
127 P	2.49	10.51	10.39					s 8.22	114.6	COULAM	DS	
122 P	2.58	10.59	10.45					s 8.30	121.0	SWAN LAKE	DS	
122 P	3.15	11.13	f 10.59					s 8.45	131.3	DN DOWNEY DO	DS	
P			11.06					s 8.52	136.3	VIRGINIA	DS	
123 P	3.43	11.24	11.11					s 8.59	141.0	D ARIMO A	DS	
125 127 IPY	A 3.55AM	A 11.35PM	A 11.20PM					A s 9.15AM	147.5	DN-R McCAMMON YL MC	DS	

WESTWARD		FIRST SUBDIVISION							Business from Salt Lake City	Time-Table No. 32		STATIONS
Car capacity of sidings, etc. See Rule 6(A) Page 18.	SECOND CLASS		FIRST CLASS					Mile Post		April 26, 1959		
	277	279	35	6	104	108	33		10	STATIONS		
	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS				
			7.30PM	6.20PM	8.25AM	8.10AM		5.05AM	0.0	DN-R SALT LAKE CITY YL SA	DS	
DOPT WYZ	9.00PM	7.05PM							1.0	DN-R NORTH YARD YL C	DS	
PX	9.10	7.15	7.40	6.31	8.33	8.18		5.16	5.2	NORTH SALT LAKE	DS	
PX			7.43	6.34	8.36	8.21		5.19	8.2	D WOODS CROSS WC	DS	
WS 73 PX	9.25	7.27	7.49	6.40				5.25	15.0	FARMINGTON	DS	
CS 131 P	9.32	7.33	7.53	6.45	8.45	8.30		5.30	19.8	KAYSVILLE	DS	
	9.36	7.36	7.55	6.47				5.32	21.8	D LAYTON NY	DS	
WS 54 ES 115 PX	9.43	7.43	8.00	6.51				5.36	26.5	DN CLEARFIELD CF	DS	
ES 38 PX	9.50	7.48	8.03	6.55	8.54	8.39		5.40	30.2	ROY	DS	
P	9.59	7.55	8.08	7.01	8.58	8.43		5.46	35.3	BRIDGE JCT. YL	DS	
CDFOPT WYZ	10.10	8.05	8.20							DN-R OGDEN YL	OG YD RD	
	11.15	8.45	8.50	A 7.15PM	A 9.10AM	A 8.55AM	36	6.30AM	A 6.00AM	87.0	D. & R. G. W. CROSSING YL	
119 P	11.25	8.59	8.59					6.39	37.9	S. P. JCT. YL	DS	
120 P	11.37	9.09	9.06					6.46	45.1	HOT SPRINGS	DS	
121 P	11.45	9.16	9.11					6.51	50.3	WILLARD	DS	
WS 115 ES 66 PY	11.55PM	9.27	s 9.20					s 7.02	57.4	DN BRIGHAM CITY YL BM	DS	
121 P	12.10AM	9.39	9.31					f 7.12	66.7	HONEYVILLE	DS	
123 P	12.20	9.45	9.36					f 7.17	72.2	DEWEY	DS	
122 P	12.40	9.56	9.46					7.27	80.9	WHEELON	DS	
WS 107 ES 66 WYZ	1.30	10.11	s 10.05					s 7.42	85.1	DN CACHE JCT. YL CJ	DS	
124 P	1.57	10.22	10.15					s 7.52	93.2	TRENTON	DS	
P			10.18					f 7.57	96.9	CORNISH	DS	
122 P	2.20	10.32	10.23					s 8.06	101.4	WESTON	DS	
122 P	2.40	10.42	f 10.32					s 8.15	107.3	D DAYTON CN	DS	
P			10.36					8.19	111.5	CLIFTON	DS	
127 P	2.49	10.51	10.39					s 8.22	114.6	COULAM	DS	
122 P	2.58	10.59	10.45					s 8.30	121.0	SWAN LAKE	DS	
122 P	3.15	11.13	f 10.59					s 8.45	131.3	DN DOWNEY DO	DS	
P			11.06					s 8.52	136.3	VIRGINIA	DS	
123 P	3.43	11.24	11.11					s 8.59	141.0	D ARIMO A	DS	
125 127 IPY	A 3.55AM	A 11.35PM	A 11.20PM					A s 9.15AM	147.5	DN-R McCAMMON YL MC	DS	

(6.45) 21.8 (4.80) 32.7 (8.50) 38.5 (0.55) 39.6 (0.45) 48.4 (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.

Thru Time (3.55) (0.50) (0.55) (0.45) (2.30) (0.50) (4.50) (5.15) Average speed per hour 37.7 43.8 39.6 48.4 44.5 43.8 30.5 28.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply between Ogden and Salt Lake City. Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden. For 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					
FIRST CLASS				Distance from Salt Lake City	Time-Table No. 32 April 26, 1959	Mile Post	FIRST CLASS				Car capacity of sidings, etc. See Rule 6(A) Page 16.
Passenger	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger				10 Passenger	108 Streamliner Passenger	104 Streamliner Passenger	6 Passenger	
Daily	Daily	Daily	Daily								
STATIONS											
				0.0	DN-R NORTH YARD YL C	35.3					DOPT WYZ
				0.7	GRANT TOWER YL	36.0					I
				2.3	WEST. PAC. CROSSING YL	781.3					AIP
				4.4	BUENA VISTA	779.2					122 P
10.20PM	6.55PM	6.35PM	9.30AM	0.0	DN-R SALT LAKE CITY YL	36.3	A 4.40AM	A 8.00AM	A 8.15AM	A 5.45PM	P
				1.3	EIGHTH SO. ST. YL	37.6					P
				1.5	D. & R. G. W. CROSSING YL	37.8					AIP
				1.7	D. & R. G. W. CROSSING YL	38.0					AIP
				4.8	BUENA VISTA	779.2	4.20	7.42	7.57	5.25	122 P
			s 9.57	15.7	D GARFIELD	768.3				f 5.15	125 P
				16.9	D. & R. G. W. CROSSING	767.1					AIP
				19.6	LAKE POINT	764.4					122 P
				27.6	ERDA	756.4					122 PW
			s 10.25	35.8	D WARNER	748.2				s 4.50	124 PY
			f 10.33	41.4	STOCKTON	742.6				f 4.43	131 P
				47.9	D ST. JOHN	736.1				f 4.36	122 P
				60.7	FAUST	723.3					143 P
				66.8	PEHRSON	717.2					123 P
				74.1	LOFGREEN	709.9					137 P
				79.8	BOULTER	704.2					122 P
			f 11.31AM	85.4	D TINTIC	698.6				f 3.57	122 PWYZ
				92.1	McINTYRE	691.9					123 P
				98.7	JERICHO	685.3					125 PW
				109.0	CHAMPLIN	675.0					141 P
12.20AM	8.49	8.25	s 12.11PM	118.1	LYNNDYL	665.9	2.32	6.00	6.15	s 3.18	116 PWY
				125.8	STRONG	658.2					122 P
s 12.45			s 12.35	134.6	DN DELTA	649.4	s 2.15			s 3.00	123 PWY
				144.1	VAN	639.9					122 P
				153.0	CLEAR LAKE	631.0					122 P
				158.1	NEELS	625.9					123 P
				166.5	BLOOM	617.5					122 P
				174.4	CRUZ	609.6					123 P
			s 1.32	184.6	BLACK ROCK	599.4				s 2.12	123 P
				194.3	READ	589.7					122 P
				198.9	MURDOCK	585.1					122 P
A 1.55AM	A 9.55PM	A 9.37PM	A 2.05PM	207.2	DN-R MILFORD YL	576.8	1.10AM	4.48AM	5.03AM	1.50PM	DPTWYZ
(207.2)											
							Daily	Daily	Daily	Daily	
(3.35) 59.8	(3.00) 69.0	(3.02) 68.3	(4.35) 46.2	..... Thru Time	(3.30) 59.2	(3.12) 64.7	(3.12) 64.7	(3.55) 62.9	..... Average speed per hour		

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

No. 5 will not stop at Black Rock on Sundays for mail and express.

No. 6 will not stop at Black Rock on Saturdays, Sundays, or holidays for mail and express.

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

For setout tracks.—See Page 18.

WESTWARD				THIRD SUBDIVISION		EASTWARD						
FIRST CLASS				Distance from Salt Lake City	Time-Table No. 32 April 26, 1959	Mile Post	FIRST CLASS					
Car capacity of sidings, etc. See Rule 6(A) Page 16.	103 Streamliner Passenger	107 Streamliner Passenger	5 Passenger				Passenger	108 Streamliner Passenger	104 Streamliner Passenger	Passenger	10 Passenger	
Daily	Daily	Daily	Daily				Daily					
STATIONS												
DPTWYZ	9.58PM	9.40PM	2.15PM	2.05AM	207.2	DN-R MILFORD YL	FD	576.8	A 4.45AM	A 5.00AM	A 1.40PM	A 1.00AM
123 P					212.3	5.1 UPTON		571.7				
122 P					222.4	10.1 THERMO		561.6				
122 P					229.2	6.8 NADA		554.8				
122 P					233.5	4.3 LATIMER		550.5				
122 188 FY	10.25	10.07	s 3.00	s 2.40	242.6	DN LUND	UN	541.4	4.15	4.30	s 1.05	s 12.25AM
122 P					252.5	9.9 ZANE		531.5				
122 PW			f 3.20		257.3	4.8 BERYL		526.7			s 12.48	
121 P					268.2	10.9 HEIST		515.8				
122 122 FY			s 3.42	s 3.10	274.2	D MODENA	NA	509.8			s 12.33PM	
122 P					282.8	8.6 UVADA		501.2				
126 FY					290.3	7.5 CRESTLINE		493.7				
122 P					294.7	4.4 BROWN		489.3				
123 P					299.4	4.7 ACOMA		484.6				
133 P					308.7	9.3 ISLEN		475.3				
44 P					311.7	3.0 LITTLE SPRINGS		472.3				
84 P					315.6	3.9 MINTO		468.4				
122 P					319.7	4.1 ECCLES		464.3				
ES 118 WS 114 DPWY	11.55PM	11.40PM	s 5.15	s 4.35	324.5	DN CALIENTE YL	CS	459.5	2.39	2.54	s 11.05AM	s 10.42PM
124 P					329.5	5.0 ETNA		454.5				
122 P					334.1	4.6 STINE		449.9				
122 P					339.1	5.0 BOYD		444.9				
122 P					345.6	6.5 ELGIN		438.4				
146 P					349.5	3.9 KYLE		434.5				
121 P					354.9	5.4 LEITH		429.1				
101 76 P					364.9	10.0 CARP		419.1				
124 P					370.5	5.6 VIGO		413.5				
68 P					375.5	5.0 GALT		408.5				
121 P					381.1	5.6 HOYA		402.9				
136 P					386.1	5.0 ROX		397.9				
124 P					390.6	4.5 FARRIER		393.4				
123 FY			f 7.20		400.9	10.3 MOAPA	MA	383.1			s 9.11	
124 P					410.5	9.6 UTE		373.5				
124 P					421.0	10.5 DRY LAKE		363.0				
74 P					426.5	5.5 GARNET		357.5				
123 P					432.0	5.5 APEX		352.0				
124 P					437.0	5.0 DIKE		347.0				
124 P					445.3	8.3 WANN		338.7				
DPTWYZ	A 2.35AM	A 2.20AM	A 8.35PM	A 7.20AM	449.8	DN-R LAS VEGAS YL	VG	334.2	12.05AM	12.20AM	8.15AM	8.00PM
(242.6)												
							Daily	Daily	Daily	Daily		
(4.37) 52.5	(4.40) 52.0	(6.20) 33.3	(5.15) 46.2	..... Thru Time	(4.40) 52.0	(4.40) 52.0	(5.25) 44.8	(5.00) 48.5	..... Average speed per hour			

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

No. 9 and No. 5 will not stop at Modena on Sundays for mail and express.

No. 6 will not stop at Moapa, Modena and Beryl on Sundays for mail and 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. 32 April 26, 1959		Mile Post	SECOND CLASS		Mile Post		
	Daily Except Sunday	307 Mixed		305 Mixed	STATIONS		308 Mixed	306 Mixed			
			0.0	DN-R	SALT LAKE CITY YL C	36.3		A 12.15AM			
			1.3		EIGHT SOUTH ST. YL	37.6		12.05AM			
			2.1		D. & R. G. W. CROSSING YL	38.4					
			3.4		D. & R. G. W. CROSSING YL	39.7					
75 P			4.7		HUSLERS YL	41.0		11.50PM			
44 P		f	7.3	D	MURRAY YL FN	43.6		f 11.40			
86 P			7.9		PALLAS YL	44.2		11.35			
			11.4		D. & R. G. W. GAUNTLET YL	47.7					
102 P		f	19.6		SANDY YL	48.9		f 11.20			
46 P		s	17.1	D	DRAPER YL A	782.9		s 11.10			
WS 71 ES 68 P		f	24.5		MOUNT YL	775.5		f 10.50			
71 PY		f	29.0		CUTLER YL	771.0		f 10.30			
29 P		f	30.5	D	LEHI YL HI	769.5		f 10.20			
43 P		f	33.5	D	AMERICAN FORK YL AF	766.5		f 10.00			
71 P		f	36.5	D	PLEASANT GROVE YL GO	763.5		f 9.40			
			38.7		PIPEMILL YL	761.3					
102 P		f	42.0	D	GENEVA YL G	758.0		f 9.20			
AI			42.7		D. & R. G. W. CROSSING YL	757.3					
CDPT WYZ		11.00AM A	47.3	DN-R	PROVO YL UR VO	752.7	A	6.20PM	9.00PM		
		f	52.0		SPRINGVILLE YL	748.0	f	6.09			
27 P		s	55.6	D	SPANISH FORK YL SF	744.4	f	6.03			
109 P		s	63.2	D	PAYSON YL CN	736.8	f	5.52			
126 P		f	78.0		STARR YL	722.0	f	5.27			
124 PY		s	89.2	D	NEPHI YL NI	710.8	s	5.10			
126 P		f	103.7		JUAB YL	696.3	f	4.45			
123 P		f	118.9		PARLEY YL	681.1	f	4.15			
PWY		A	134.1		LYNN DYL 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	33.8	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 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		Mile Post	Time-Table No. 32 April 26, 1959		Mile Post	FIRST CLASS		Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 32 April 26, 1959		Mile Post
	Daily Except Sunday	417 Local Freight		309 Passenger	STATIONS		310 Passenger	418 Local Freight							
122 188 FY		7.00AM	3.50AM	DN-R	LUND YL UN	0.0	A	11.20PM	A	11.45AM	YZ	D-R	IRON SPRINGS YL GS	0.0	
132		7.20	4.10		AVON	9.4		10.50		11.27			DESERT MOUND	4.5	
	YZ	7.45	4.30	D-R	IRON SPRINGS YL GS	20.3		10.30		11.05	Y		COMSTOCK	10.9	
Loop 44	A	8.20AM	A	6.00AM	D-R	CEDAR CITY YL CD	32.5		10.00PM	10.30AM	Y	D	IRON MOUNTAIN YL MN	14.9	
					(32.5)		Daily	Daily Except Sunday					(14.9)		
	(1.20)	(2.10)			Thru Time	(1.20)	(1.15)								
	24.3	14.8			Average speed per hour	24.8	28.0								

WESTWARD				MEAD LAKE BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A) Page 18	SECOND CLASS		Mile Post	Time-Table No. 32 April 26, 1959		Mile Post	FIRST CLASS		Mile Post	SECOND CLASS	
	Daily Except Sunday	STATIONS		STATIONS							
123 PY	D	MOAPA	MA	0.0							
11		NARROWS		5.1							
9		LOGANDALE		10.2							
11		OVERTON		14.8							
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		Mile Post	Time-Table No. 32 April 26, 1959		Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Car capacity of sidings, etc. See Rule 6(A) Page 18	Time-Table No. 32 April 26, 1959		Mile Post
	Daily Except Sunday	403 Local Freight		STATIONS	404 Local Freight										
ES 118 WS 114 DPWY		7.30AM	DN-R	CALIENTE YL CS	0.0	A	2.45PM	123 FW 188 Y	DN	DELTA YL AK	0.0				
27		f 8.20		PANACA	14.5	f	1.30	10		GREENWOOD (Spur)	21.7				
	Y	A 9.45AM	D	PIOCHE YL RM	32.7		12.01PM	28 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 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. 32		Mile Post	SECOND CLASS
	303		April 26, 1959			304
	Mixed					Mixed
	Daily Except Sunday		STATIONS			
DPWYZ	5.30AM	0.0	DN-R	CACHE JCT. YL CJ	0.0	A 3.00PM
8		4.8		4.8 PETERSBORO (Spur)	4.8	
37	f 5.55	8.6		3.8 MENDON	8.6	f 2.15
15	P f 6.15	13.8	D	5.2 WELLSVILLE	13.8	f 1.55
24		14.5		0.7 HILLS	14.5	
23	f 6.30	17.6		3.1 HYRUM	17.6	f 1.30
11		20.2		2.6 HOLT	20.2	
50	PWYZ s 6.55	24.1	D	3.9 LOGAN YL Q	24.1	s 1.10
17		26.4		2.3 GREENVILLE	26.4	
18	P f 7.22	31.5	D	5.1 SMITHFIELD YL	31.5	f 12.30
33	P f 7.45	37.4	D	5.9 RICHMOND YL	37.4	f 12.01PM
		41.5		4.1 LEWISTON (Spur)	41.5	
33	P f 8.25	43.8		2.3 FRANKLIN	43.8	f 11.20AM
25	f 8.35	48.0		4.2 WHITNEY YL	48.0	f 11.08
24	Y A 9.30AM	50.8	D-R	2.8 PRESTON YL PN	50.8	11.00AM
				(50.8)		Daily Except Sunday
	(4.00) 12.7			..... Thru Time	(4.00) 12.7	..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See Page 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. 32		Mile Post	SECOND CLASS
	311		April 26, 1959			312
	Mixed					Mixed
	Daily Except Sunday		STATIONS			
WS ES 115 66 PY	7.30AM	0.0	DN-R	BRIGHAM CITY YL BM	0.0	A 1.15PM
53	f 7.45	5.6		5.6 CORINNE	5.6	f 12.57
28	f 8.02	13.7		8.1 CROPLEY	13.7	f 12.40
48	P s 8.15	17.8	D	4.1 TREMONTON YL	17.8	s 12.30
20	PY s 8.30	19.8	D	2.0 GARLAND YL	19.8	s 12.20
20	f 8.46	25.0		5.2 FIELDING	25.0	f 12.05PM
31	PY A 10.15AM	51.5	D-R	26.5 MALAD YL MV	51.5	11.01AM
				(51.5)		Daily Except Sunday
	(2.45) 18.7			..... Thru Time	(2.14) 23.1	..... Average speed per hour

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

Westward SYRACUSE BRANCH Eastward		Westward BEAR RIVER BRANCH Eastward		Westward THATCHER BRANCH Eastward								
Car capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 32		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 32		Mile Post	Car capacity of sidings, etc. See Rule 6(A) Page 18.	Time-Table No. 32		Mile Post	
	April 26, 1959				April 26, 1959				April 26, 1959			
	STATIONS				STATIONS				STATIONS			
WS 54 CS 115 FX	DN	CLEARFIELD YL CF	0.0	20	Y	D	GARLAND YL	0.0	48	D	TREMONTON YL	0.0
	I	0.3 D. & R. G. W. CROSSING YL	0.3				3.4 HAWES YL	3.4	19		5.1 SUNSET YL	5.1
11		1.8 BARNES YL (Spur)	2.1	17			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.	Psg.	Frt.		Str.	Psg.	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.			30
When caboose is handled in train consisting of passenger train equipment.		60		On curves.			25
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system.	60	50	25	On branch lines.			15
At North Yard.	50	40	25	Trains handling scale test cars: On main track.			30
At Milford between M.P. 577.5 and 579.5.	70	60	50	On branch lines.			20
On branch lines.	30	30	15	Trains handling water cars converted from Vanderbilt (round) type tender on secondary tracks and branch lines.			20
Diesel passenger locomotive operated without train.			25	Trains handling air-dump cars.			35
All lesser speed restrictions specified for passenger trains will govern.				Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel locomotive running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling ore from Cedar City Branch: Between Lund and Milford.			40
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Between Milford and Black Rock.			30
			40	Between Black Rock and Lynndyl.			40
Gas Turbine, Diesel freight and road switch locomotives:	65	65		Between Lynndyl and Salt Lake via Tintic.			40
				Between Lund and Modena.			30
				Between Modena and Las Vegas.			40
1870 class Locomotives: On Main Track.			50	Trains handling UP ore cars Nos. 8000-8499 under load or empty.			45
On Provo Subdivision.			25	When using cross-overs or turn-outs.	15	15	15
On Branch Lines.			20	When using No. 14 turn-outs.	25	20	20
Diesel yard switch locomotives in road service.			35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch except at S.P. Jct.	20	20	20
Steam locomotives running backward.		20	20	Wye tracks.	6	6	6
3800 class locomotives.		60	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main track.			25
3700 and 3900 class locomotives.		65	50	On branch lines. (Slower speed must be observed where conditions require.)			15
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	
	Psg.	Frt.		Psg.	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 44.6.	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. 46.4 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.	Psg.	Frt.		Str.	Psg.	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	
	Psg.	Frt.		Psg.	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: Referring to Rule 10(J) * Reduce Speed Signs have been placed on Left side of track at following points:
 Westward M.P. 44.6
 Eastward M.P. 14.0 M.P. 93.9

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	Erda Between M.P. 757.1* and 758.9 (See Note).	55	45	35
Milford 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 579.1.	70	60	50	Between M.P. 762.8 and 763.3.	65	55	45
Delta Between M.P. 651.4 and 651.6.	70	60	50	Lake Point 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
Lynndyl Between M.P. 665.7* and 665.9* (See Note).	70	60	50	Garfield Between M.P. 770.1 and 770.5.	70	60	50
Champlin Between M.P. 678.9 and 679.2.	65	55	45	Buena Vista 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 Between M.P. 685.6 and 689.0.	60	50	40	Salt Lake City—Between Passenger Station and Ninth South Streets; and between Third West and Fourth West Streets.	12	12	12
McIntyre Between M.P. 692.8 and 693.4.	70	60	50	Freight Line Between Buena Vista and North Yard.	20	20	20
Tintic Between M.P. 699.6 and 699.9.	70	60	50	Salt Lake City—within Grant Tower Interlocking Limits.	12	12	12
Between M.P. 702.1 and 703.8.	70	60	50	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Boulter Between M.P. 705.8 and 715.9.	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.			
Pehrson Between M.P. 719.6 and 721.0.	60	50	40	Salt Lake City			
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							
Maximum speed.	79	79	50	Farrier Maximum Speed at any point between Farrier and M.P. 500 near Uvada.	70	60	50
Las Vegas Between M.P. 333.2 and 335.0.	20	20	20	Between M.P. 394.0 and 394.2.	60	50	40
Dike Between M.P. 348.4 and 351.1.	40	40	30	Between M.P. 394.6 and 395.9.	35	35	30
Apex Between M.P. 356.1 and 356.8.	50	40	30	Between M.P. 397.5 and 398.6.	45	35	30
Garnet Between M.P. 357.3 and 357.8* (See Note).	70	60	50	Hoya Between M.P. 403.7 and 419.7.	35	35	30
Between M.P. 358.2* and 358.5 (See Note).	45	40	30	Carp Between M.P. 425.4 and 426.2.	55	45	40
Between M.P. 358.8 and 359.4.	60	50	40	Between M.P. 427.9 and 428.2.	55	45	40
Between M.P. 362.2 and 362.5* (See Note).	60	50	40	Between M.P. 429.1 and 429.2.	60	50	40
Dry Lake Between M.P. 363.9 and 364.3.	70	60	50	Leith Between M.P. 430.0 and 455.2.	35	35	30
Between M.P. 369.1 and 369.4.	70	60	50	Etna Between M.P. 458.4 and 458.8.	45	35	30
Ute Between M.P. 379.2 and 379.6.	60	50	40	Caliente Between Signal 4592 and Switch to Oil Spur at M.P. 460.0.	20	20	20
Between M.P. 380.4 and 380.9.	65	55	45				
NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:							
Westward			Eastward				
M.P. 665.9	M.P. 779.2	M.P. 357.8	M.P. 362.5	M.P. 576.5	M.P. 665.7	M.P. 757.1	M.P. 358.2

THIRD SUBDIVISION (Continued) Between Caliente and Milford							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Caliente Between M.P. 460.0 and 460.3* (See Note).	45	35	25	Brown 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. 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
Eccles 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 Between M.P. 468.1 and 468.3* (See Note).	55	45	35	Uvada 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. 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				
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 Sugar Factory Trackage west of stockyards.			5
Lynndyl Between M.P. 665.7 and 666.0.	15	15	15	Cutler Between M.P. 773.4 and 778.1.	35	30	25
Between M.P. 666.0 and 667.3.	40	30	20	Draper Between M.P. 780.8 and 782.7.	40	30	25
Between M.P. 674.8 and 676.4.	40	40	40	Sandy Between M.P. 49.0* and 46.2 (See Note).	40	40	30
Between M.P. 676.4 and 677.7.	20	20	20	D&RGW Gauntlet Track, M.P. 47.7.	20	20	20
Between M.P. 677.7 and 686.2.	30	30	25	Atwood Midvale Smelter Trackage.			12
Mills Between M.P. 691.8 and 694.4.	40	30	25	Between M.P. 46.2 and 40.3.	30	30	20
Nephi (See Note) City Limits, between M.P. 710.0 and 711.8**.	20	20	20	Between M.P. 40.3* and Salt Lake City.	15	15	15
Santaquin Between M.P. 732.6 and 733.5.	40	30	25	Salt Lake City—When pushing cars between Fifth North and Twenty-First South Streets.			5
Provo 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 Over Road Crossings in Steel Plant.			15	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.			
Pleasant Grove City Limits, between M.P. 762.9 and 764.0.	20	20	20	Salt Lake City			
Wasatch Oil Spur.			10				
American Fork City Limits, between M.P. 765.6 and 767.5.	20	20	20				
NOTE: Referring to Rule 10(J) * Reduce Speed Signs or ** Resume Speed Signs have been placed on Left side of track at following points:							
Westward			Eastward				
M.P. 460.3	M.P. 468.3	M.P. 484.4	M.P. 502.0	M.P. 576.5	M.P. 711.8	M.P. 49.0	M.P. 40.3

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Pgr.	Frt.		Pgr.	Frt.
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
Logan Anderson Coach Spur.		4	Prince Branch.		15
Between M.P. 42.7 and 43.3.		25	Casleton Spur.		10
Ironton Spur.		15	Mead Lake Branch Maximum Speed.		25
Eureka and Silver City Branches. Eureka, within city limits.		6	Between M.P. 1.6 and 2.3.		20
Fillmore Branch. All trains and engines must move prepared to stop at M.P. 18.5 if track is obstructed with drifting sand at that point.		30	Between M.P. 5.0 and 6.7.		10
			Between M.P. 7.0 and 9.0.		20

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Salt Lake City	Yardmaster's Office, 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
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"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1' 1"	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	28.6
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 18	Switch Connections	Grade Descending	Location	Mile Post	Car Capacity Etc. See Rule 6(A) Page 18	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 15	East	Level	Mill Spur	44.4	13	West	East
Beers	72.3	9	East	East					
Thorensen	68.5	22	West	East					
Anderson	63.7	15	Both	East					
Utida	62.4	2	East	East					
Morton	58.2	15	Both	Level					
Cottle	55.7	24	Both	East					
Collinston (2)	40.1	9 P	West	East					
Madsen	32.5	21	Both	East					
Bushnell	19.3	Spur 1.4 Mi.	East	East					
Perry (1)	17.2	Old Siding 54 P	Both	Level					
		Team Track 24	Both	Level					
Harrisville	4.7	28 P	Both	Level					
Browning	2.7	27	Both	West					
Lodjic	2.3	Spur 0.5 Mi. X	East	West					
Layton Sugar Factory Spur ..	13.8	39 X	East	East					
Pioneer	29.7	57	Both	East					
Becks	32.9	Old Siding 81 P	Both	East					
		Advance Track 68	Both	East					
Second Subdivision					Eureka Branch				
Industrial Center Spur	779.9	43 P	West	East	Eureka	3.6	Yard	East	East
Bauer	744.8	31 P	Both	East					
Clover	732.8	Govt. Yard P	East	East					
Oasis (3)	644.4	31 P	Both	West					
Borden	620.9	3 P	West	East					
Pumice	604.8	14 P	Both	East					
Third Subdivision					Silver City Branch				
Barclay (3)	478.7	17 P	East	West	Silver City	1.5	9	East	East
Arrolime	353.8	32 P	Both	East					
Lovell	344.6	Spur 11 P	West	West					
		Gov't Ordnance Spur 4.0 Mi.							
Valley	342.4	Old Siding 35 P	Both	West					
		Industry 14	Both	West					
		Nellis Air Base Spur 2.7 Mi.	West	East					
Provo Subdivision					Cedar City Branch				
Officer	38.9	81 P	Both	East	Kaiser	22.5	85	Both	East
Burton	39.5	19	Both	East	Stock Yards	29.9	Stock Track 26 P Stock Spur 0.5 Mi.	West	East
Walton	41.1	18	West	East					
Bentz	42.2	8	West	West					
Atwood	45.9	Team Track 14 P	Both	West					
		Spur 10	West	West					
Cushing	47.5	21	Both	East					
Mellen Sand Spur	781.3	10	East	East					
Rideout	778.0	7 P	East	East					
Lehi Sugar Spur	769.1	99	East	West					
Hardy Beet Spur	761.8	31	West	East					
Bunker Spur	759.9	17	East	East					
Gatex	756.1	Industrial Spur	East	West					
Ironton	754.1	110	East	West					
Benjamin	741.6	25	Both	West					
Santaquin	730.7	7	West	East					
Sharp	703.6	13	East	East					
Mills	689.3	18 PW	East	West					
Soma	679.0	12	Both	East					
Uisco	676.3	11 P	East	West					
Leamington	671.3	4 P	East	West					
Mack	669.9	6	West	West					
					Mead Lake Branch				
					Standard Oil Co.	3.1	6	East	East
					Arrowhead	3.3	20	West	East
					Seven Arrow Gypsum	9.3	7	East	West
					Amber	9.5	5	East	West
					Virgin	12.8	6	Both	West
					Glassand	13.7	25	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
First Subdivision					Third Subdivision				
Arimo	104.7	35	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 56	Both	Level	Zane	531.5	14	Both	West
Swan Lake	84.7	21	Both	Level	Beryl	526.7	37	Both	Level
Coulam	78.3	29	Both	East	Heist	515.8	21	Both	East
Clifton	75.2	27	Both	Level	Uvada	501.2	21	Both	East
Dayton	71.0	35	Both	East	Crestline	493.7	20	Both	West
Weston	65.1	19	Both	East	Brown	489.3	13	Both	West
Cornish	60.6	34	Both	Level	Acoma	484.6	23	Both	West
Trenton	56.9	24	Both	East	Islen	475.3	22	Both	West
Wheelon	44.6	17	Both	West	Minto	468.4	13	Both	West
Dewey	35.9	33	Both	East	Eccles	464.3	14	Both	West
Honeyville	30.4	12	Both	East	Etna	454.5	11	East	West
Willard	14.0	4	Both	West	Stine	449.4	21	Both	West
Hot Springs	8.8	15	Both	West	Boyd	444.9	11	Both	West
Roy	6.1	East Spur 8	East	West	Elgin	438.4	21	Both	West
		West Spur 12	East	West	Kyle	434.1	20	Both	West
Clearfield	9.8	House 15	West	East	Leith	429.1	17	Both	West
		No. 1 42	Both	East	Carp	419.1	9	Both	West
		No. 2 37	Both	East	Vigo	413.5	21	Both	West
Layton	14.5	Stock 47	Both	East	Galt	408.5	19	Both	West
Kaysville	16.7	Stock 12	Both	East	Hoya	402.9	22	Both	West
Farmington	21.3	13	Both	Level	Rox	397.9	19	West	West
Woods Cross	28.1	Old Siding 54	Both	West	Farrier	393.4	16	East	West
		Team Track 5	West	West	Ute	373.5	11	West	East
		Storage 43	West	West	Dry Lake	363.0	20	Both	East
					Garnet	357.5	6	West	East
					Apex	352.0	22	Both	East
					Dike	347.0	9	East	West
					Wann	338.7	15	Both	West
Second Subdivision					Provo Subdivision				
Buena Vista	779.2	22	Both	Level	Sandy	48.9	16	Both	East
Erda	756.4	21	Both	East	Draper	782.9	45	Both	East
St. John	736.1	43	Both	Level	Mount	775.5	49	Both	West
Faust	723.3	33	Both	East	Geneva	758.0	105	Both	West
Pehrson	717.2	14	Both	East	Springville	748.0	29	Both	East
Lofgreen	709.9	22	Both	East	Spanish Fork	744.4	18	Both	East
Boulter	704.2	21	Both	East	Starr	722.0	15	West	West
McIntyre	691.9	21	Both	West	Juab	696.3	32	Both	West
Jericho	685.3	30	Both	West					
Champlin	675.0	22	Both	West	Cache Valley Branch				
Strong	658.2	22	Both	West	Hyrum	17.6	House 20	Both	East
Van	639.9	22	Both	West	Richmond	37.4	House 35	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	Malad Branch				
Cruz	609.6	23	Both	Level	Corinne	5.6	Stock 22	Both	Level
Black Rock	599.4	22	Both	East			House 13	West	Level
Read	589.7	23	Both	East					
Murdock	585.1	23	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.